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No. 21,302 號式零捌仟壹萬式第 日五拾月肆辰戊 HONG KONG, WEDNESDAY, MAY 30th, 1928. 叁拜禮 日拾叁月伍年八廿百九仟壹英 PRICE: \$3 PER MONTH

KOWLOON-CANTON RAILWAY.

TIME-TABLE.

UP TRAINS

STATIONS	No. 1 A.M.	No. 2 A.M.	No. 3 A.M.	No. 4 A.M.	No. 5 A.M.	No. 6 A.M.	No. 7 A.M.	No. 8 A.M.	No. 9 A.M.	No. 10 A.M.	No. 11 A.M.	No. 12 P.M.	No. 1 P.M.	No. 2 P.M.	No. 3 P.M.	No. 4 P.M.	No. 5 P.M.	No. 6 P.M.	No. 7 P.M.	No. 8 P.M.	No. 9 P.M.	No. 10 P.M.	No. 11 P.M.	No. 12 P.M.
Kowloon	6.40	8.05	9.10	10.00	11.00	11.55	12.35	1.40	2.40	3.40	4.40	5.40	6.40	7.40	8.40	9.40	10.40	11.40	12.40	1.40	2.40	3.40	4.40	5.40
Yau Ma Tei	6.49	8.05	9.10	10.00	11.00	11.55	12.35	1.40	2.40	3.40	4.40	5.40	6.40	7.40	8.40	9.40	10.40	11.40	12.40	1.40	2.40	3.40	4.40	5.40
Shatin	7.01	8.05	9.10	10.00	11.00	11.55	12.35	1.40	2.40	3.40	4.40	5.40	6.40	7.40	8.40	9.40	10.40	11.40	12.40	1.40	2.40	3.40	4.40	5.40
Tai Po	7.15	8.05	9.10	10.00	11.00	11.55	12.35	1.40	2.40	3.40	4.40	5.40	6.40	7.40	8.40	9.40	10.40	11.40	12.40	1.40	2.40	3.40	4.40	5.40
Tai Po Market	7.30	8.05	9.10	10.00	11.00	11.55	12.35	1.40	2.40	3.40	4.40	5.40	6.40	7.40	8.40	9.40	10.40	11.40	12.40	1.40	2.40	3.40	4.40	5.40
Fanning	7.35	8.05	9.10	10.00	11.00	11.55	12.35	1.40	2.40	3.40	4.40	5.40	6.40	7.40	8.40	9.40	10.40	11.40	12.40	1.40	2.40	3.40	4.40	5.40
Shum Shue	7.41	8.05	9.10	10.00	11.00	11.55	12.35	1.40	2.40	3.40	4.40	5.40	6.40	7.40	8.40	9.40	10.40	11.40	12.40	1.40	2.40	3.40	4.40	5.40
Shum Shue	7.45	8.05	9.10	10.00	11.00	11.55	12.35	1.40	2.40	3.40	4.40	5.40	6.40	7.40	8.40	9.40	10.40	11.40	12.40	1.40	2.40	3.40	4.40	5.40
Canton	7.50	8.05	9.10	10.00	11.00	11.55	12.35	1.40	2.40	3.40	4.40	5.40	6.40	7.40	8.40	9.40	10.40	11.40	12.40	1.40	2.40	3.40	4.40	5.40

DOWN TRAINS

STATIONS	No. 1 A.M.	No. 2 A.M.	No. 3 A.M.	No. 4 A.M.	No. 5 A.M.	No. 6 A.M.	No. 7 A.M.	No. 8 A.M.	No. 9 A.M.	No. 10 A.M.	No. 11 A.M.	No. 12 P.M.	No. 1 P.M.	No. 2 P.M.	No. 3 P.M.	No. 4 P.M.	No. 5 P.M.	No. 6 P.M.	No. 7 P.M.	No. 8 P.M.	No. 9 P.M.	No. 10 P.M.	No. 11 P.M.	No. 12 P.M.
Canton	8.05	9.10	10.00	11.00	11.55	12.35	1.40	2.40	3.40	4.40	5.40	6.40	7.40	8.40	9.40	10.40	11.40	12.40	1.40	2.40	3.40	4.40	5.40	6.40
Shum Shue	7.18	8.05	9.10	10.00	11.00	11.55	12.35	1.40	2.40	3.40	4.40	5.40	6.40	7.40	8.40	9.40	10.40	11.40	12.40	1.40	2.40	3.40	4.40	5.40
Shum Shue	7.25	8.05	9.10	10.00	11.00	11.55	12.35	1.40	2.40	3.40	4.40	5.40	6.40	7.40	8.40	9.40	10.40	11.40	12.40	1.40	2.40	3.40	4.40	5.40
Fanning	7.30	8.05	9.10	10.00	11.00	11.55	12.35	1.40	2.40	3.40	4.40	5.40	6.40	7.40	8.40	9.40	10.40	11.40	12.40	1.40	2.40	3.40	4.40	5.40
Tai Po Market	7.40	8.05	9.10	10.00	11.00	11.55	12.35	1.40	2.40	3.40	4.40	5.40	6.40	7.40	8.40	9.40	10.40	11.40	12.40	1.40	2.40	3.40	4.40	5.40
Tai Po	7.44	8.05	9.10	10.00	11.00	11.55	12.35	1.40	2.40	3.40	4.40	5.40	6.40	7.40	8.40	9.40	10.40	11.40	12.40	1.40	2.40	3.40	4.40	5.40
Shatin	7.57	8.05	9.10	10.00	11.00	11.55	12.35	1.40	2.40	3.40	4.40	5.40	6.40	7.40	8.40	9.40	10.40	11.40	12.40	1.40	2.40	3.40	4.40	5.40
Yau Ma Tei	8.11	8.05	9.10	10.00	11.00	11.55	12.35	1.40	2.40	3.40	4.40	5.40	6.40	7.40	8.40	9.40	10.40	11.40	12.40	1.40	2.40	3.40	4.40	5.40
Kowloon	8.17	8.05	9.10	10.00	11.00	11.55	12.35	1.40	2.40	3.40	4.40	5.40	6.40	7.40	8.40	9.40	10.40	11.40	12.40	1.40	2.40	3.40	4.40	5.40

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SPECIAL EXCURSIONS TO MACAO:

Hong Kong to Macao: Macao to Hong Kong:

SUNDAY, 3rd JUNE (MACAO RACES):

8.30 A.M. "SUI AN" 3.30 P.M. "SUI AN"

9.30 A.M. "TAISHAN" 6.30 P.M. "TAISHAN"

MONDAY, 4th JUNE:

9.00 A.M. "SUI AN" 8.00 A.M. "SUI TAI"

2.00 P.M. "SUI TAI" 3.30 P.M. "SUI AN"

NOTICE: "S.S. 'TAISHAN'" will sail from and return to Hong Kong Wharf.

"S.S. 'SUI AN'" will sail from and return to Wing Lok Wharf.

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NEW GLORIES FOR EARL'S COURT.

THE WORLD'S FINEST EXHIBITION.

NEGOTIATIONS BEGUN.

A PERMANENT HOME FOR BRITISH INDUSTRIES FAIR.

The glories of Earl's Court are likely to be revived. Mr. Douglas Hacking, M.P., of the Department of Overseas Trade, announces that his Department is now in close touch with the Underground Company with a view to the building of one of the finest exhibition buildings in the world.

"The announcement," an Evening Standard representative was informed, "refers to negotiations which have been opened between the Underground Railways, who are ground landlords of the space at Earl's Court, where previously exhibitions were held, and possible lessees."

There has been an approach made to the Government through the Board of Trade with a view (the statement to the Evening Standard continued) to the leasing of Earl's Court for a definite period in each year for the holding of the British Industries Fair.

The Government authorities are wholly favourable towards concentrating the Industries Fair at Earl's Court on account of its great accessibility and other advantages.

It is not intended that the Government shall spend money on the erection of buildings; but the Treasury will guarantee payments for any lease of the buildings, short or long.

A Permanent Home.

The lease of Wembley for the British Industries Fair runs for 1929 and 1930. In 1931 a new home must be found, as the Fair has developed so greatly, both in usefulness and popularity, that, within a few years it is hoped it will be the biggest trade exhibition in the world.

It is hoped that there will be other lessees of the new exhibition buildings. Consequently, other negotiations than those with the Government are proceeding.

What is aimed at is the erection of splendid exhibition buildings—a permanent home for the British Industries Fair, and a site and equipment which will accomplish a series of other exhibitions of value to British trade and commerce, with, of course, the amusement side well developed.

The negotiations are not complete, and are only in the preliminary stages at present, but more may be heard shortly.

There have been many schemes to revitalize Earl's Court in recent years. For years it has belonged to the arms of Cremorne, Ranelagh and other famous exhibition grounds that have passed.

BOY CHARGED WITH MURDER.

STRANGE STATEMENT TO LONDON POLICE.

Frederick Finch, a sixteen-year-old boy, of Cottenham-road, Holloway, stood in the dock at North London Police Court accused of the murder of one woman and of attempting to murder another at a house in Cottenham-road.

The dead woman is Mrs. Matilda Wood, aged fifty-six, of Cottenham-road, whom he was alleged to have stabbed in the chest with a knife.

Detective Payne said that he went to the house in Cottenham-road, and in the backyard found the body of a woman with a wound in her chest.

Later, at Holloway Police Station, Finch said: "I was sitting by the fire. My tooth was aching like mad, and my nerves commenced to jump, and that is what caused me to do it. I cannot think what made me stab them. I could not stop myself."

Finch was remanded for a medical report.

A MILLIONAIRE'S RETINUE.

EIGHT SUITES IN AN OCEAN LINER.

MR. LOEWENSTEIN'S AIRMAN.

New York, April 25th. Mr. Alfred Loewenstein arrived here to-day on his first visit to the United States.

Even the most sophisticated reporters who met him expressed astonishment at the imposing retinue accompanying him.

His party of 17, including Madame Loewenstein, five friends, and a staff of servants, occupied eight suites in the liner *Le de France*, and the total cost of their passage came to £4,000. Among the staff were:

Four secretaries;
Two stenographers;
Private detective;
Chauffeur;
Flying captain;
Masseur;
Valet.

Two motor-cars were also included in the "baggage."

Captain Loewenstein said he was travelling for pleasure.—*Reuter*.

GLUT OF APPLES.

1,300,000 CASES IN NEW SOUTH WALES.

SYDNEY, N.S.W.

Between 1,000,000 and 1,300,000 cases of apples await consumption in New South Wales.

At a conference convened by the Minister for Agriculture (Mr. Thorby) to devise measures for disposing of this unprecedented glut, and to consider the avoidance of similar gluts in soft fruits in the future, it was stated that a big proportion of the apples could not be exported owing to the lack of shipping space.

Steps were being taken, however, to secure consignments of good fruit for shipment in April or May, when the shipping space would be available. It was hoped to export at least 50,000 cases then.

SAFETY-PIN IN BODY.

SURGEON CLOSES IT.

Doctors at West London Hospital have carried out the remarkable feat of closing an open safety-pin inside the body of a 3-months-old boy.

The boy swallowed the pin while it was open. At the hospital an examination showed that the pin was just passing into the intestine.

An anæsthetic was administered and an incision made. Without instruments, a surgeon squeezed the pin in the intestine and made the point engage in the guard.

LORD HUGH CECIL.

FREE CHURCH CRITICS OF NEW PRAYER BOOK DENOUNCED.

A protest against "unjustified interference" by the Council of the Congregational Union of England and Wales in the revision of the Prayer Book is made by Lord Hugh Cecil in a letter to the Rev. Sidney M. Berry, secretary of the union.

The letter is in reply to a resolution passed by the council criticising the Revised Book on various grounds. Points from it are:

How can it reasonably be said to affect those citizens who do not conform to the Church of England, that the prayers, to which they never listen are modified in one respect or another? I think the action of the Congregational Union unkind and unworthy of our common Christian beliefs.

It is unkind and quite indefensible for one body of Christians to throw the spiritual life of another body of Christians into confusion, and this is what the Congregational Union are doing.

I can only say that I would rather cut off my hand than treat the Churches of the Congregational Union as they are treating the Church of England.

DIARY OF EVENTS.

To-day (May 30th.)

Memorial Day (U.S.A.)
Property Sale Lammerts, 3 p.m.

Queen's Theatre: "Simon the Jester."

World Theatre: "Is Zat So?"
Star Theatre: "You'd be Surprised."

Ten Dances: H.K. Hotel and Hotel Savoy, 4.30 p.m.; King Edward Hotel, 5 p.m.

Principal Mails:—Outward: Europe via Vancouver and Europe via Siberia (*Empress of Asia*), 10 a.m.

Thursday (May 31st.)

Queen's Theatre: "Finder's Keepers."

World Theatre: "The Heart of Salome."

Star Theatre: "Ankles Preferred."

Ten Dances: H.K. Hotel and Hotel Savoy, 4.30 p.m.; King Edward Hotel, 5 p.m.

Principal Mails:—Outward: Europe via Victoria, B.C. (*Teucer*), 10.30 a.m.

Friday (June 1st.)

Ember Day.

Queen's Theatre: "Finder's Keepers."

World Theatre: "The Heart of Salome."

Star Theatre: "Ankles Preferred."

Ten Dances: H.K. Hotel and Hotel Savoy, 4.30 p.m.; King Edward Hotel, 5 p.m.

Principal Mails:—Inward: Europe via Negapatnam, letters only (*Nam Sang*); Europe via Negapatnam, papers only (*Hector*); Europe via Siberia (*Jeppore*).

Saturday (June 2nd.)

Ember Day.

Golf: Captain's Cup, Fanning.

Queen's Theatre: "Finder's Keepers."

World Theatre: "The Heart of Salome."

Star Theatre: "Ankles Preferred."

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synonym
for Scotch
whisky is
"Haig"



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If, when at home, they will call or telephone to the above address, they will receive the utmost assistance and the latest available information on all subjects of enquiry will be placed at their disposal.

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Chemists and Stores sell them throughout the world.
Proprietor:
MARTIN, Chemist, Southampton, England.

IN A CHINESE COTTON MILL

LANCASHIRE MERCHANT'S EXPERIENCE.

FUNDS FOR FAMINE RELIEF.

Mr. John D. Barlow, of the merchanting house of Thomas Barlow and Brother, has recently returned from a visit to China. In addition to his investigations into trading conditions Mr. Barlow made some study of social and political affairs.

In his view, according to "Commercial" (Manchester), any considerable revival of trade with China depends on two factors; firstly, and most important, the cessation of civil warfare, and secondly good harvests.

Mr. Barlow investigated the competition of cotton mills in China with Lancashire products, and labour conditions in these native mills. Most of these mills, said Mr. Barlow, are outside the Shanghai Concession. There seem to be three groups—those managed by British firms (such as Jardines), which are the best managed; Japanese-owned mills, which seem to be managed as well as the British, though the labour conditions are not so good, as they are undoubtedly harder on their workpeople; and the Chinese-owned and managed mills. It is difficult to get permission to go over these, as naturally managers do not wish their methods, which are undoubtedly open to criticism, to be seen and talked about.

"I was fortunate," he said, "in being able to look over one of the best-managed Chinese mills. They used the low-grade local Chinese short-staple cotton. The particular mill had rather fewer spindles than the typical English mill. It was complete in that it did every process from taking in the raw cotton to sending out the grey goods packed and marked in bales for direct shipment out-country. Most of the machinery was of British make—either Dobson and Barlow or Platt—much of it being about thirty years old, although they were gradually installing modern machinery as the old went out of use.

"The labour employed was very inefficient. Unlike our own system, where people are taken on individually, there—according to local custom—they are engaged by the family, and if the employer refuses to engage the children parents refuse to work. This, of course, rather complicates matters. I believe in some mills children are very well treated indeed—those which I saw appeared to be cheerful and happy, though they appeared ill-nourished and badly clothed.

"The highest paid were the women, who received 45 cents a day, the equivalent of about 10½d. The men, who are not so clever with their hands, and are used for heavier types of work, receive about 9½d., and children about 7d. The mill was working two shifts of twelve hours each, with short periods off for rest and meals. This rate of pay compares favourably with that paid for other occupations in the same district.

"The managing director of the mill told Mr. Barlow that he had recently signed a cheque for \$50,000 which was demanded by the local Chinese general, otherwise the mill would have been stopped by boycotting. Having paid this fine the manager had no guarantee that another general would not shortly demand more money.

Mr. Barlow was told that the mill was built by the Chinese many years ago out of funds provided from England for the purpose of relieving the famine at that time. It was, Mr. Barlow added, certainly an original method of appropriating the funds.

STONE-BREAKING CURE.

STRONG YOUNG MEN IN CASUAL WARDS.

When a man, aged 28, was charged at Thames Police Court with absconding from the Poplar, E., Casual Ward before he was entitled to discharge himself, he declared that he wanted to get employment in a ship.

It was stated that the man was an habitual casual, and a Poplar official, replying to the magistrate, Mr. Cairns, said they had "any number" of these young men, and that was why they were contemplating the introduction of stone-breaking as a deterrent.

Mr. Cairns: It is very appalling day after day to see the wealth of physically strong young men that passes through the dock for trivial offences when the great wastes of our Dominions are calling for manhood. Statesmen do not seem to have time to attend to matters of this kind. Perhaps when the zappers have votes we shall have all these things settled.

The man was remanded.

BUSINESS MEN'S LEAGUE.

PLANNED FOR EUROPE.

SCIENTIFIC MANAGEMENT.

GENEVA, May 3rd.

Europe is soon to have a Business Men's League of Nations, says a *United Press* correspondent.

Like its original, political prototype, the idea for the new organization is of American origin and it is being financed largely by American contributions.

Fundamentally the purpose of the Business Men's League of Nations is to give to European business and industry all the benefits of scientific management as they have been developed and attained in the United States.

The nucleus of the new League and which corresponds to the secretariat of the League of Nations, is the International Institute of Scientific Management. The latter has now been organized and installed for over a year in connection with the International Labour Bureau.

United States Money.

It is being financed largely from what is known as the Twentieth Century Fund in the United States with subscriptions from European sources.

The Institute itself has established as its permanent work the "collecting of material and information bearing on the application of scientific methods in the management of industrial, commercial and agricultural undertakings both on the producing and distributing side and to enlist for this purpose the help of the leading authorities on such matters in every country."

In addition the Institute is to serve as the central organization for the gradual upbuilding of the European Business Men's League of Nations.

Representatives Of Department Stores To Meet.

The first step towards this end has just been taken by the convocation at the Institute of representatives of the big department stores of England, France, Germany, Switzerland and Norway.

They have completed their organization as the first group in the Business Men's League of Nations and will begin at once the exchange between themselves of all possible information on the scientific management of big retail houses as it has been developed in the different European countries.

During the remainder of the year the Institute expects to convene similar meetings from non-competitive territories of representatives of all the leading industries in Europe. When each group has completed its own organization and established itself on a working basis, the Institute feels that it will have laid the basis for a degree of co-operation in Europe in commercial, industrial, financial and agricultural fields as great as that which has already been attained by the League of Nations in the political field.

GLOZEL COURT SCENE.

NAVAL OFFICER OFFERS TO FIGHT COUNSEL.

PARIS.

At a sitting of the Moulins Correctional Court, a French naval lieutenant was being sued for having struck M. Fradin, proprietor of the now famous, farm at Glozel, the scene of the "prehistoric" finds which have caused such discussion in the French academic world.

The officer declared that he had only replied to a blow given him by M. Fradin, who had ordered him out of the grounds. The plaintiff hotly denied that he had struck the first blow.

The defendant shouted that French officers had proved their valour on many stricken fields and that he himself was ready to give a taste of his mallet to the lawyer. The latter retorted that he was an enthusiastic amateur with the gloves and would be only too pleased to oblige.

At this point the President, evidently fearing that the court might become an arena, hastily called the would-be gladiators to order and declared that judgment would be pronounced a week hence.

SANDWICH AND FORK.

Is a restaurant proprietor compelled to supply a fork to a customer who orders a sandwich?

Jerry Palmer, a banjoist, has instituted proceedings for £5,000 damages in the Supreme Court of Atlantic City, New Jersey, against Angelo Volandis, who owns and operates a lunch wagon.

Palmer asserts that on July 14th he ordered a sandwich, and then asked for a fork.

Volandis declared that no one needed a fork to eat one of his sandwiches, and an argument followed that ended only when Volandis seized a cleaver and struck the banjo player on the left arm. Palmer complains that his arm was paralyzed by the blow, and that he can no longer earn a living by his musical ability.



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MACHINE DEPT.

WORLD NUMBED BY NOISE.

VISION OF GREAT CITIES IN 2028 A.D.

Visions of a world numbed by noise are now being conjured up by psychological experts when they consider the possibilities of life in the great cities of the world one hundred years hence.

It is only during the last twenty-five years that people have had to live, work, and think in an ever-increasing volume of noise, but medical men and other expert observers declare that the effects are already apparent, both physically and economically.

Men who are held enough to forecast the conditions of life in 2028 A.D. picture armies of workers living on the ground level almost totally deaf, with the stolid facial characteristics of those who cannot hear. Wealthy people of rich stock will be the only ones to retain a complete sense of hearing, living as they will either in the depths of whatever countryside is left or at the top of skyscrapers in noise-proof flats.

"Traffic Unnoticed."

There are many experts, however, who believe that the city dwellers will eventually become immune to noise, so numbed will their sense of hearing become. A London coroner recently observed, when holding an inquest on a man run over by a motor-car, that people wandered about the streets without appearing to notice the traffic.

This is quite true. Hardened Londoners who spend much of their time in the main streets are becoming less sensitive to noise. Motorists find that the old-fashioned hooter on a car is often ignored by people crossing a road. They have to employ super-hooters, producing eccentric squeaks or musical notes, to emphasize the warning of their approach.

"The present generation of children shows clear indications that they are more affected by noise than were their ancestors," said a specialist to a *Daily Express* representative. "Music teachers often complain that it is becoming increasingly difficult to make small children hear the difference between adjacent notes in a scale."

"The ordinary baby born to-day is far more nervous than those born twenty years ago. They start at the slightest sound. One is inclined to suggest that their sense of hearing will wear out far sooner than that of their parents did."

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Do.	\$1,237½ nom.
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Do. (new)	\$1,237½ nom.
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Do. (new)	\$1,237½ nom.
Star Ferries	\$1,237½ nom.
China Lights (old)	\$1,237½ nom.
Do. (new)	\$1,237½ nom.
Do. (1928 Issue)	\$1,237½ nom.
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(Continued at foot of next column.)

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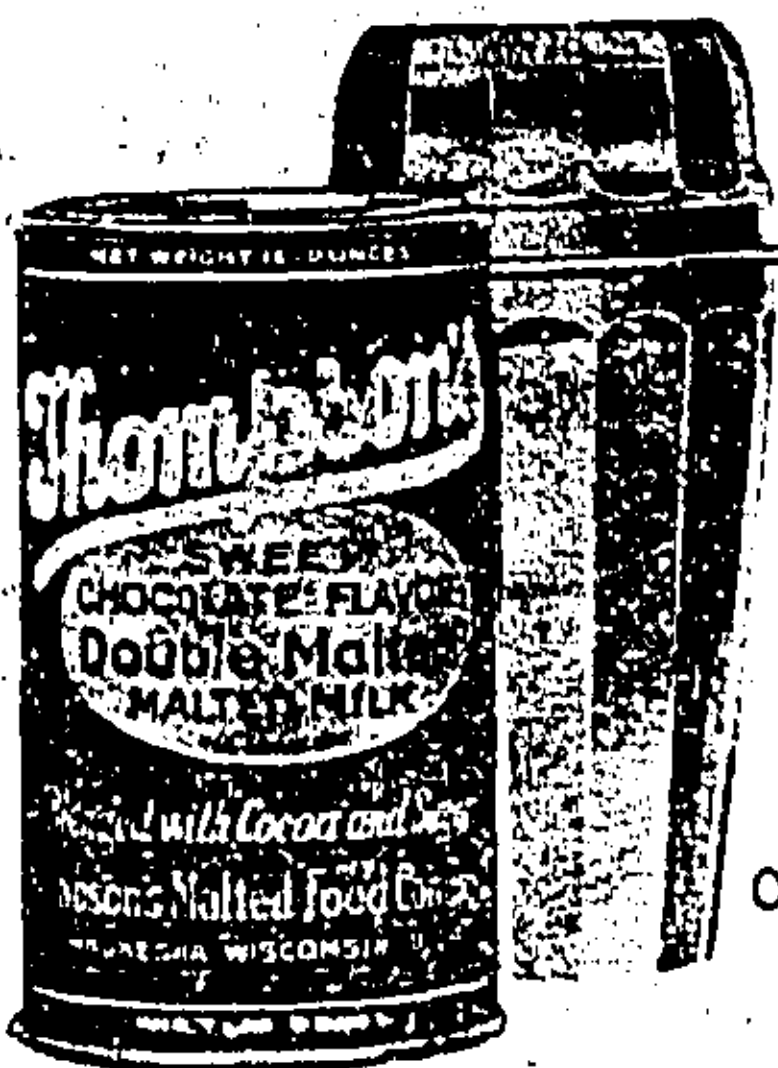
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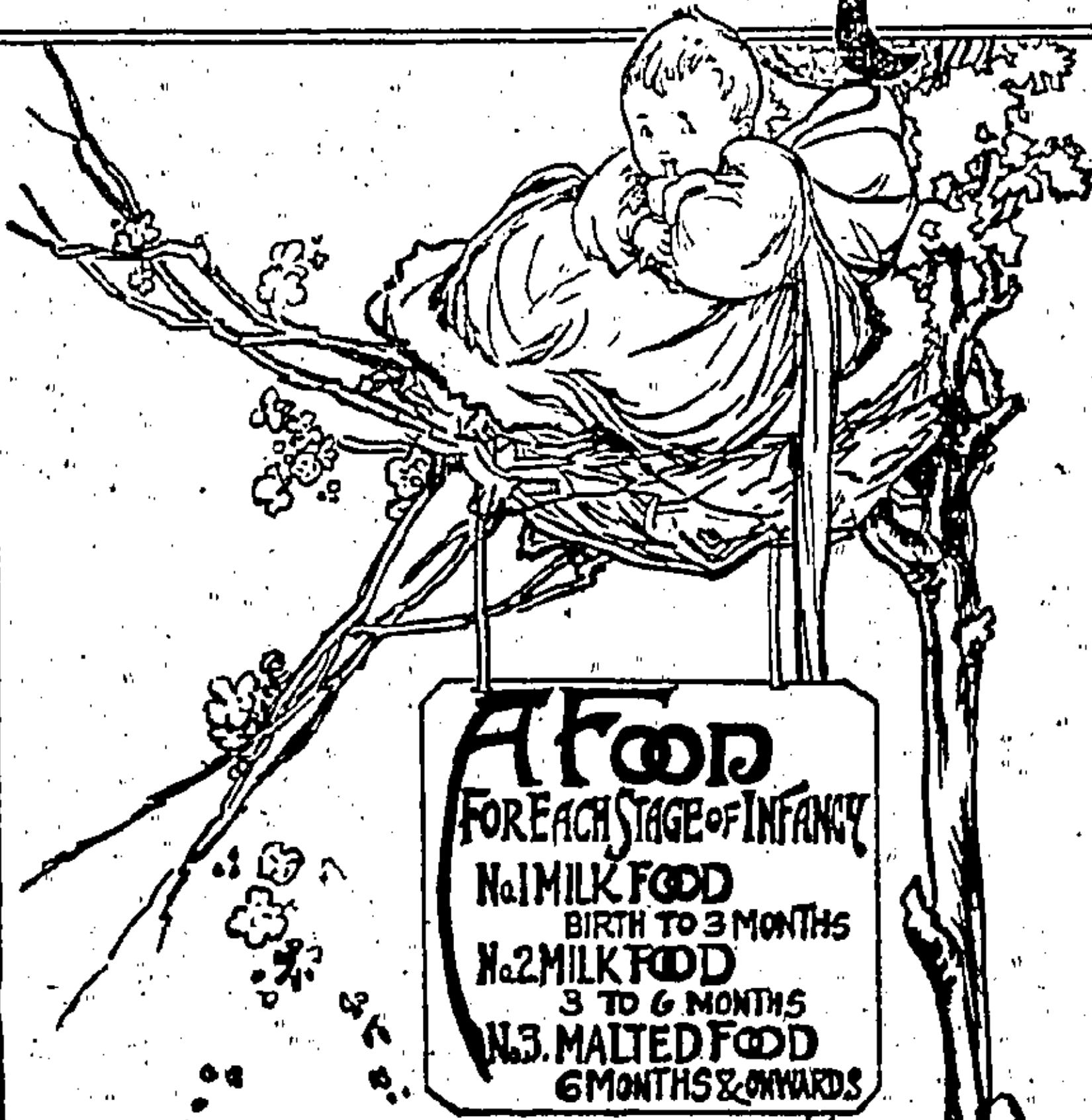
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HONGKONG

HOW BROWNE WAS CAPTURED.

CONFESSION OF AN EX-CONVICT.

"AFTER WHAT WE DID TO GUTTERIDGE."

SHEFFIELD.

"I told the police where they could find Browne. I told them they would have to be quick or he would be gone."

"He was going to Dartmoor to meet a friend. Scotland Yard men went to the garage. They were too late. But they were waiting for Browne when he came back."

"In these words a Sheffield man who gave vital information to the police in connection with the murder of P.C. Gutteridge near Stapleford Abbots, Essex, for which Browne and Kennedy were sentenced to death at the Old Bailey, told me the inner history of one of the most dramatic incidents in the case, writes a *Daily Mail* correspondent."

"There was a day," this man told me, "when Browne came to the door of my house. He had over his head a mask made of a soldier's cap-comforter with holes cut for eyes, nose, and mouth. In each hand he held a fully loaded revolver. My wife was terrified. After that I ordered him to keep away from the house."

"I made the acquaintance of Browne in Dartmoor Convict Prison, where I was serving a sentence. I got very friendly with him. Most of the convicts there thought he had a 'tile off.' I thought he had intelligence above the ordinary."

"I Reasoned With Him." "I kept him clear of trouble by reasoning with him. I was head man in our working party and the officer in charge of us recognised that I could keep Browne from doing things which caused trouble."

"Browne always said he would never do another day's imprisonment and that he intended to do every day of the four years he was serving so that he would not have to report as a ticket-of-leave man."

"He was released after a long four years of what was hell to him. I think it was the latter end of March last year, but anyway, it was two or three days after his release that I had a letter from him saying that he had a motor-car that would just suit me."

"Bought Car From Browne." "I went to London and saw the car and bought it. Browne delivered it to me at Sheffield. I intended to turn it into a taxi-cab. Browne said he would take it to pieces and bring me a new one."

"My wife told me to have nothing to do with this, but Browne took the car to pieces and I sold the spare parts."

"Browne went back to London, but after that he came to Sheffield several times. On one occasion when he was going back to London by road I asked if he was not afraid of the police stopping him."

"He replied, 'The police are not so fond of pulling men up in the night after what we did to Gutteridge.' I knew his game with cars, and from the time when I read of the Gutteridge murder I began to be suspicious. My suspicions were stronger because he had said that he would shoot the first policeman who pulled him up with a 'wrong' car."

"Shoot And Run." "He also said on one occasion that if the police came to his garage to get him he would let them inside and then he would shoot them and get in a fast car and give them a run for it."

"The police asked me about the car I had bought from Browne. They said there was another car running about the streets of London with the same registration."

"Browne asked me to go down and look at his garage. I thought it was a good chance to clear up the matter of the car, so I went. When I went into the garage, Kennedy was there. In the office two revolvers were hanging."

"I said, 'My word, you didn't shoot the policeman?' "Browne said, 'No, and if they come here we can show that we were letting motor-lorries out at six o'clock in the morning.'"

"Suspicious Deepened." "This made me more suspicious than ever, for I knew they did not open the garage until about nine."

"Then I heard plans for a burglary discussed. Browne said, 'We won't give Kennedy a shooter. We don't want any more shooting out of eyes.'"

"Once Browne came to Sheffield with a motor-car. He was short of petrol and I went to show him where he could get some."

"At Hillfoot Bridge a policeman pulled us up and asked Browne where he had been, as a vanman had reported the car for forcing him to drive into a wall. Browne said the vanman had plenty of room to pass."

"Dad" Driving Licence.

"Browne produced his driving licence—'dad,' of course. The policeman took particular notice. When the police could not trace Browne through these particulars they asked me who he was. He was (Continued at foot of next column.)

DESCENDANTS OF QUEEN VICTORIA.

PROBLEM OF ECCENTRIC WILL.

TRUST THAT MAY LAST 100 YEARS.

A summons by the Public Trustee in the matter of the £20,000 estate of the late Mr. W. James Villar, of Tautfield House, Taunton, Somerset, raised the question in the Chancery Division before Mr. Justice Astbury of the validity, in view of the effect of the war and the Russian revolution, of a clause employed in many wills providing that trusts are to continue during the lives of the descendants of Queen Victoria living at the time of the death of the testator, in this case the year 1928.

It was suggested that this provision was void for uncertainty; it applied to a trust for the distribution of the income of residue after provision of £1,200 annuity for the widow.

Mr. J. H. Stamp appeared for the Public Trustee; Sir Thomas Hughes, K.C., for a married daughter and her children; Mr. Topham, K.C., for the grandchildren; and Mr. F. Baden Fuller for the widow.

Mr. Stamp said the descendants of the Queen included members of the Russian Royal Family whose fate could not now definitely be ascertained, and members of the German Royal Family who might not eventually be traceable for reasons of comparative obscurity.

Married A Waiter.

Mr. Justice Astbury: And there was the lady who married a Russian waiter. (Laughter.) I should think the German Royal Family would be rather astonished if you were to tell them they were not well known.

Sir Thomas Hughes said the descendants of Queen Victoria at the time of Mr. Villar's death included the children of Princess Mary and of the Duke of York, and as the trust was to continue for 20 years after the death of the last survivor, that might defer the expectation of those who looked to residue to about the year 2028. (Laughter.) The trouble and expense of finding who were living and dead, and proving it strictly, would be almost insuperable.

Mr. Stamp: At some date in the future many descendants will have acquired foreign nationality, and there will be a few morganatic marriages thrown in.

Effect Of Revolution.

Mr. Justice Astbury: If this summons had been taken out in 1913, before the war, it would have been hardly argued, but the Russian Revolution and the establishment of a Republic in Germany are both events which may have an enormous effect in the next 50 or 60 years.

Sir Thomas said that one of the sons of the late German Emperor was morganatically married and had children, and an Austrian Archduke who disappeared from view in great mystery was known as Johan Orth, he believed, and became the master of a ship. If the last survivor was to be traced, the trust would go on for ever.

Mr. Justice Astbury said that in 1922, when they were last ascertained, the 130 living descendants of Queen Victoria were to be sought in Germany, Russia, Spain, Denmark, Norway, Sweden, Greece, Jugo-Slavia, and outside the Continent of Europe. If he could hold that this tying-up was invalid he should gladly do so; but he could not, and he must say that the gift was good and hope that someone would take the case higher, where his judgment might be reversed, in view of the general interest which attached to the continued use of this form.

CHASE UP THE EIFFEL TOWER.

GERMANS SCALE GIRDERS. TO HOIST THEIR FLAG.

PARIS. Two young German students were arrested as they were trying to climb the Eiffel Tower to hoist the German Imperial flag over Paris. They took the lift to the first platform and were trying to clamber up the iron trellis work to the summit, 1,000 feet high, when they were seen by the guards.

An exciting chase ensued at a dizzy height among the steel girders, but the Germans were overtaken and compelled to come down. Each had a German Imperial flag in his pocket.

At the police station they gave their names as Johannes Meyer, aged 20, and August Sack, aged 20.

wanted for motoring offences, they said.

"Superintendent Plant, of the Walkley Division of the Sheffield police, was the man who caused the arrest of these two men. I had a shop near his police station and he used to meet me and talk to me."

"At last my wife persuaded me to tell all I knew. It was about January 14th that I went to Superintendent Plant. Word was sent to Scotland Yard and they acted on it."

THE INEQUALITIES OF MARRIAGE.

"PENALISING" WOMEN.

MRS. PETHICK-LAWRENCE'S PROPOSALS.

Mrs. Pethick-Lawrence, in her presidential address to the 21st annual conference of the Women's Freedom League at Caxton Hall, Westminster, said that now women were to have the vote on the same terms as men the first and immediate effect must be the enforcement of obedience to the letter and spirit of the Sex Disqualification (Removal) Act. If necessary, an amending bill must be brought forward, making a public of private employer who dismissed a woman purely on ground of marriage liable to be called upon to defend his action in a court of law.

Although marriage is not a profession (she continued) either for man or woman, it is a partnership which has financial obligations as between the two partners concerned. There should be legal provisions for financially safeguarding these partners, comparable to those provisions which legally safeguard partners in any other co-operative enterprise. At the present time many financial disabilities against which there is no legal redress are inflicted on the wife. Not only is she dismissed from her work for no other reason than marriage; if she has a small income she is not allowed as other citizens are a rebate of her income tax, and if her husband dies and wills the whole of his property away from her, she has no legal redress.

Though, in general, affection and generosity are operative without legal compulsion to make provision for the wife, cases where the wife is left penniless are not infrequent. No publicity is given to these hardships because they are known to be incapable of redress: I came across a case recently. The husband died extremely rich, there were no children, the wife had been married to him from her youth, he had willed away many thousands of pounds and had left her a beggar through no fault of hers, but because in his old age he had taken a whim for another woman. The inequalities of marriage must be adjusted before marriage can be regarded as an honourable and voluntary deed of partnership, and not a penalising condition for the fulfilment of the women's instinct for love and motherhood, enforced upon her as a lesser evil than that of unlegalised union.

Looking back, we see the enormous change that has taken place in the position of women during the past ten years. The vast majority of people recognise that this change has not only been of inestimable benefit to women, but to men as well, and to children preeminently, and to the whole social community. It is as nothing compared to the change ahead.

QUIZZICAL PUGS.

PETS' RIVALRY FOR WOMEN'S FAVOUR.

Pugs from far and wide competed in the Pug Dog Club's open show at the Crystal Palace last month.

When the judging was over a crowd of women surrounded Champion Tinker Bell, adjudged to be the best pug in the show.

Mrs. E. M. Knapp, the show secretary and manager, told a reporter that there were signs that pugs would very soon regain the popularity which they enjoyed long before Pomeranians or Pekingese were ever seen in Britain.

More and more women, she said, are beginning to show a preference for the pug's peculiar type of ugliness. "It is the quizzical look in a pug's face that is so attractive to women," she explained, and declared that there was no more affectionate animal in the world than a pug.

BISMARCK'S GRANDSON.

MARRIAGE TO LOVELY SWEDISH BRIDE.

BERLIN, April 18th.

Prince Otto von Bismarck, grandson of the Iron Chancellor, and his Swedish bride, Miss Annemarie Tengbom, were married in the Protestant cathedral here this morning. Not since the war has there been such a brilliant wedding in Berlin, and thousands of people assembled to see the guests come and go.

President von Hindenburg, whose present was a beautiful piece of Berlin porcelain, came with his son, and had a great ovation from the crowd.

The cathedral was packed and people even stood on the seats to get a glimpse of the bride and bridegroom, who stood before an altar sparkling with lighted tapers beneath a canopy of almond blossoms.

The crowd was fascinated by the bride's beauty and cheered her enthusiastically when she left the cathedral on her husband's arm.

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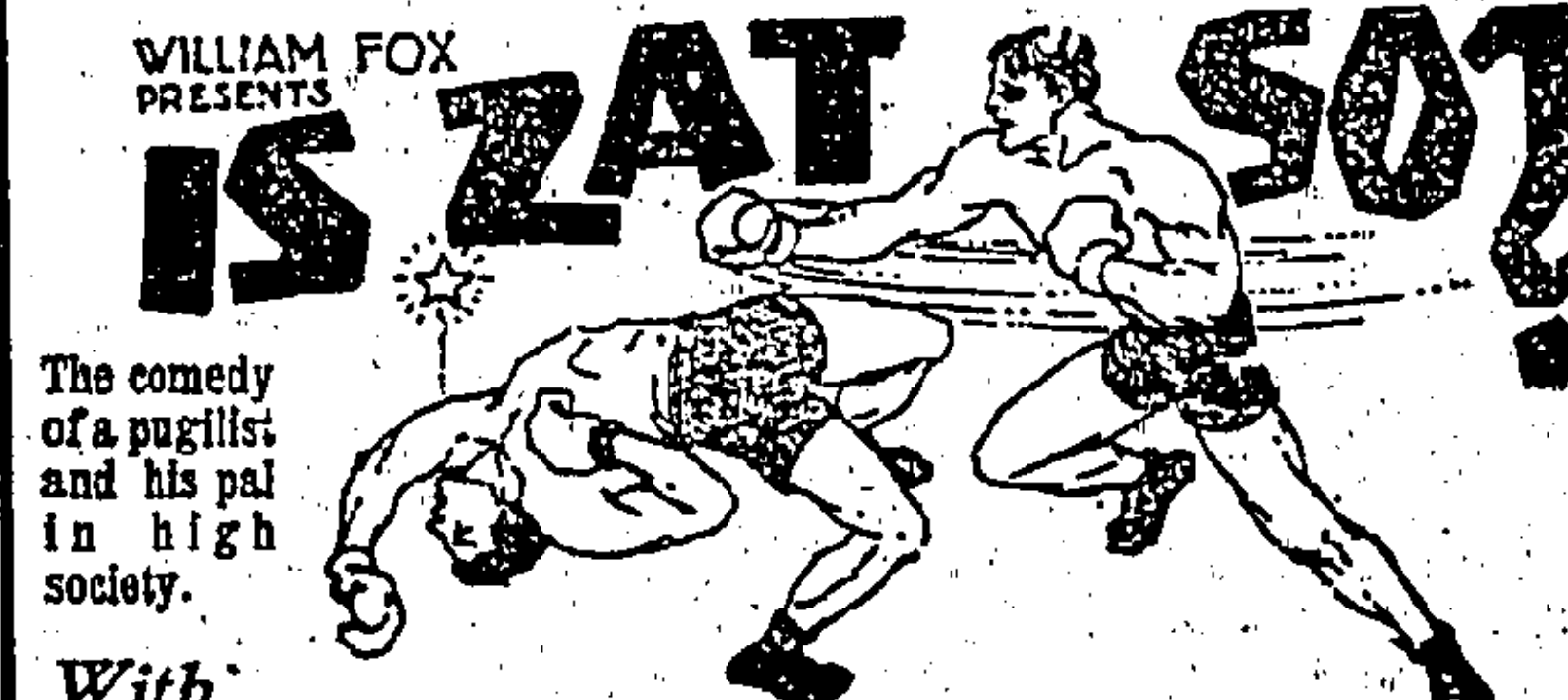


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At 2.30, 5.10, 7.15 & 9.20.



With EDMUND LOWE AND GEORGE O'BRIEN

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Continuous 2.30 to 11.15 p.m.

THE NAVY'S CHOICE

Coates' ORIGINAL

PLYMOUTH GIN OBTAINABLE EVERYWHERE.

ENGLAND'S FRUIT PROSPECT'S GOOD.

BLOSSOM NOT MUCH HURT BY THE FROST.

LONDON, May 1st.

Although many of the vegetable crops in various parts of the country have been adversely affected by the severe winter, the prospects for the forthcoming fruit season are good.

A report issued by the Ministry of Agriculture and Fisheries stated that severe damage caused to fruit blossoms by the frosts in the middle of the month appeared to have been strictly localised. It was unlikely that crop prospects generally—with the possible exception of Victoria plums—would have been adversely affected to any material extent.

INSURE

YOUR

BAGGAGE

WITH

GILMAN'S

"OCEAN" COMPREHENSIVE POLICY.

(108)

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New
Summit
Dress Collar

Distinguished by the broad sweep and slight rake of its bold, square-cut points—by its ample but not exaggerated throat opening—this new shape is perhaps the most noteworthy of all Summit Dress Collars—so aptly does it interpret to-day's trend in shape, depth and style.

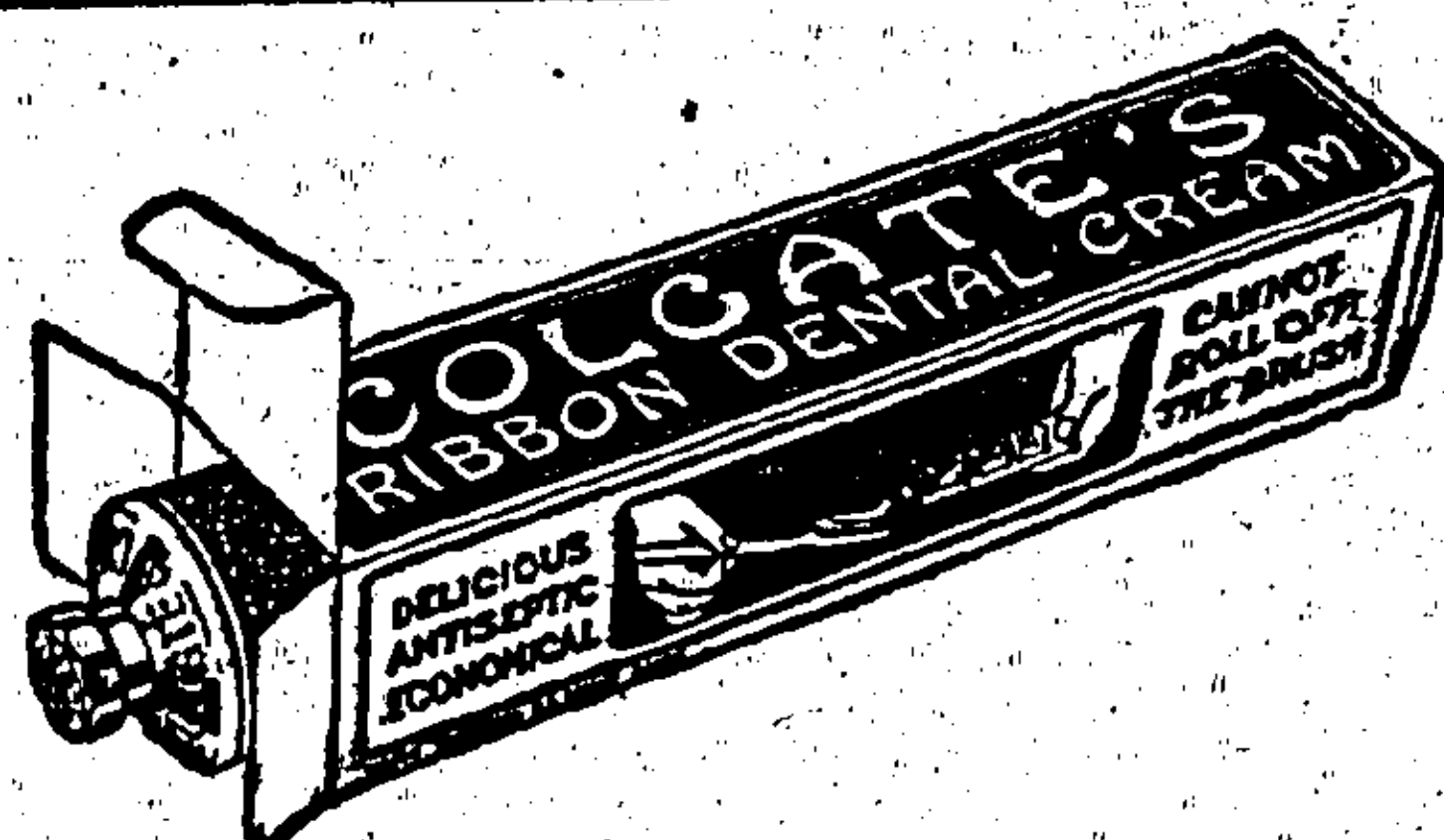
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SIZES
WEIGHT UNDER 16 OZS.

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JAPANESE PRESS
AND TSINAN.MODERATION THE
KEYNOTE.

JAPAN'S HONOUR AT STAKE.
PREMIER NOT ALTOGETHER
BLAMELESS.

Tokyo, May 29th.

The attitude of the Japanese public and press towards the Tsinan incident has been praiseworthy in the extreme, writes the *N.-C. Daily News* correspondent. No demand for vengeance has been uttered, although the gravity of what has occurred is not minimized. The papers, generally, do not entertain the least doubt that the Southerners must bear the brunt of the blame for what has happened. At the same time, Premier Tanaka's "positive" policy in China is also criticized. Since blood has been spilt, however, and the prestige of this country is involved, the action of the Government and of the military chiefs is being unanimously supported.

The *Osaka Asahi*, one of the biggest dailies in the Manchester of Japan, declares that the Tsinan incident is the most deplorable of the difficulties that have recently arisen between Japan and China. It calls attention to the fact that the atrocities on Japanese nationals were committed in the presence of the armed forces of Japan. If Japanese nationals in the interior had been withdrawn to Tsingtao, this paper opines, instead of Japanese troops being sent inland to Tsinan, the incident might not have occurred.

"The Powers have realized," it goes on to say, "that armed intimidation will not relieve the perturbed situation in China and that, in the event of any armed demonstration being unsuccessful, they would be playing into the hands of the Chinese. If our people had been withdrawn from Tsinan, they might have lost their property, but would have saved their lives. Property lost can be recovered by reparations, but lives cannot be recovered."

A Similar Opinion.

The *Osaka Mainichi* (*Osaka Daily News*), the other big paper in Japan's commercial metropolis, after reviewing the preliminaries to the Tsinan outrages, when the Japanese forces, on Southern promises to maintain law and order, removed all defence works, says:—"We have consistently objected to the dispatch of our troops to Shanghai, but now that shots have been exchanged, we shall desist from denouncing the authorities. Japan must see that the Southern army assumes responsibility for its wild conduct and we think it is silly to be concerned over the feelings of the Chinese."

Premier Not Blameless.

The *Hochi*, the organ of the late Count Okuma, thinks that Premier Tanaka should not be absolved of all blame and responsibility, contending that, if troops had to be sent at all, then a strong force should have been sent, as it was their numerical superiority that emboldened the undisciplined Chinese soldiery to try conclusions with the Japanese.

The Nationalist organ, *Kokumin* (*Nation*), also saddles Premier Tanaka with responsibility for the Tsinan incident, and adds that it is singular that when Baron Tanaka was War Minister, the Nikolaievsk massacre took place, and now that he is Premier, the Tsinan outrage occurs. The paper urges one and all to remain cool, and not to give way to passion or anger. "The Chinese will have to be punished," it declares, "but we must not get excited, for that would be only to play into their hands. It seems to us that the Communists are principally responsible, on the Chinese side, for what has happened."

The *Kokumin* then proceeds to enumerate the reverses Russia has received in China:—"Russia is trying to set Japan and China against each other, so that her influence may survive, and Japan must be prepared for contingencies. In case the Southern expedition reaches Tientsin and Peking, considerable havoc is sure to be wrought, and disorders are liable to spread to Manchuria, so that Japan will have to maintain a lynx-eyed vigilance."

TSINGTAO THE CITY OF
ANOMALIES.

MANY CURIOUS SITUATIONS
FOLLOW NORTHERN
RETIREAT.

PEOPLE NOT MUCH
PERTURBED.

CONTINUED VIOLATION OF
MISSION PROPERTY.

Tsingtao, May 16th.

Any one fond of the study of anomalies would have a lovely time of it in Tsingtao these days. Ask any old-timer what is the status of the port and he will answer:—"Who knows!" It is undoubtedly true that the Northern Government has been ousted and driven, if not out of the province, at least to its furthest edges. Yet its appointees, both civil and military, have continued calmly at their posts.

Another anomaly is the landing of large Japanese forces, and the arrival of large quantities of army stores and ammunition, while the air above us is filled all day with the drums of Japanese aeroplanes. We hear of anti-Japanese movements and boycotts elsewhere, but here there is nothing of the kind. In unloading coals work side by side with Japanese soldiers and officers.

There seems to have been no change in the police system, for our familiar Chinese police are at every corner, but we encounter Japanese soldiers on patrol almost everywhere, especially at night and in the vicinity of the harbour and the railway station. For the first few days, every one was keen to hear what kind of an official announcement there would be, but, as none has appeared, we are eating three meals a day and grumbling because the mails are so slow from the north.

Nanking's Fleeciest Promises.

It has been nearly two months since the Nanking Government issued several definite proclamations and instructions, promising and ordering that all mission property should be returned to its owners and that all such to be vacated by soldiers of the Nationalist armies. Most of us were convinced that the soldiers would vacate mission property when, and only when, it suited their convenience. That the last named were the best-informed is proved by a letter quoted below, the author is an American and writes from a city in Kiangsu where he has resided for the last 17 years, and his was one of six missionary houses there which were occupied and looted:—"I am living in my little grass-covered mud study. Soldiers are still holding our property. We can do absolutely nothing about it; have tried all sorts of plans, the Consul, the Chinese Government, local officials, publicity in the newspapers. Cook is taking care of me on a charcoal stove out in the yard."—*N.-C. Daily News*.

SHANGHAI RESIDENT
KIDNAPPED.

CARRIED OFF IN HIS OWN
CAR.

SHANGHAI.

Another daring kidnapping affair took place at eight o'clock on Wednesday morning last week and it was witnessed by a crowd of Chinese, not a single one of whom was courageous enough to lend a helping hand or even to raise an alarm. The victim in the case was Sz Tau Tsung, a man of wealth. No explanation is given for the affair and the family could not give the police any information. No threatening letters had been received by Mr. Sz and the affair therefore came quite as a surprise to the members of his family.

It appears that Mr. Sz was in the act of boarding his motorcar, which was waiting for him at the entrance of an alleyway outside his house, 433 North Chengtu Road, when two men suddenly approached. Pushing him into the car and brandishing pistols to show that they meant business, they sat on either side of him. Two confederates, who were also armed, pointed their pistols at the chauffeur and forced him to vacate his seat, which he did. One of them took the wheel and drove the car in a westerly direction along Burkill Road.

The chauffeur then raised the alarm and attempted to give chase, but the car was driven at a high speed, and the kidnappers made good their escape with their victim. The car was later found abandoned in the French Concession. No shots were fired and no arrests were made.—*N.-C. Daily News*.

'SIMON THE JESTER.'

W. J. LOCKE'S STORY AT
THE "QUEEN'S."

A CIRCUS AND A SACRIFICE.

[by OUR FILM CRITIC.]

Simon jested with life, love and death, because he believed death to be near. Love made him long for life, which a miracle and a sacrifice gave him. Thus runs W. J. Locke's novel of "Simon the Jester" which has been translated to the screen.

Mr. Locke amuses himself with a suggestion of a deeper meaning than the surface incidents of his rather improbable tale. Or perhaps the association of the circus made the temptation of a heart-broken clown too strong to resist. Anastasius Papadopoulos the mid-gest clown is really the hero of the story; Simon is a cynic, and his friend Dale who has kindly saved him from the fascinating Lola Brandt, an empty-headed young man, but Anastasius is a hero. William Platt is extraordinarily good in the part, for he displays the egotism which is much more natural to the character than the heroic halo with which the author has invested him. It was rage at being out of the picture rather than a *beau geste* which made him, at the cost of his own life, shoot Lola's undesirable husband, and thus leave her free to wed Simon. His last words and thoughts are for himself.

It seems extraordinarily creditable that the film producer has emphasised this under-truth rather than the more obvious sob stuff which you can read into either story of film as you like, and that factor alone would serve to make "Simon the Jester" a memorable picture.

We have had a good many circuses lately, but the opening view in this film is a better than any we remember. You get your first glimpse of the ring from inside a lion's cage with the dark form of the feline passing and repassing before it. Coldly analysed one can say that no one in the circus, unless it were a man who was cleaning out the cage, could have had such a view. But the emotional effect is excellent, and it is the most effective form of composite picture possible.

Lola Brandt is played by Lillian Rick; in parts she is excellent, in others disappointing, and nowhere quite the character that Mr. Locke drew. As Simon de Gex, Eugene O'Brien entirely fills the bill as regards looks, but again one misses the humanity, not to say sentimentality, of the hero of the novel. However, with so excellent an Anastasius and a generally good production that is a small matter and you will probably enjoy the picture whether you have read the novel or not.

THE DIOCESAN BOYS'
SCHOOL.

TWO CHINESE THEATRICAL
PERFORMANCES.

During the past week-end two Chinese theatrical performances were given at the Kau Yu Fong Theatre by the Chinese Masters and a Committee of boys of the Diocesan Boys' School. The net profit on tickets and goods sold, after all expenses had been paid, was \$838.40, and this amount has been paid into the New School Equipment Fund. Thanks are due to the British American Tobacco Co., the China Tobacco Co. and Connaught Aerated Water Co. for goods supplied free, and also to the masters in charge, Mr. Law Lok Tin and Mr. T. S. W. Chan.

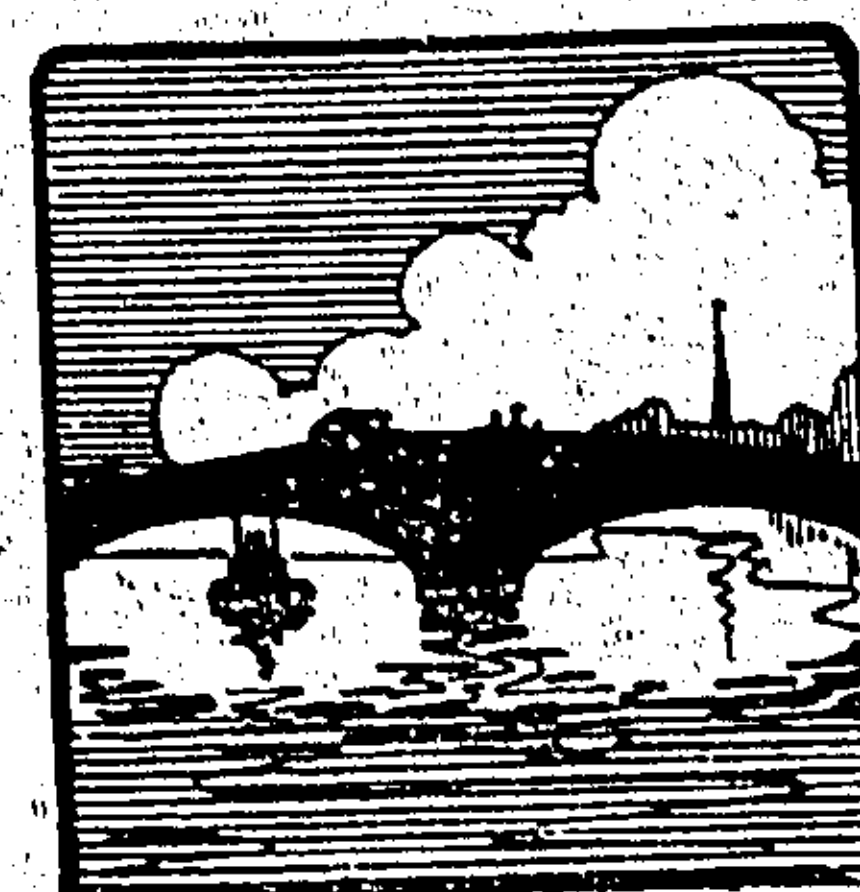
WILLS ANNULLED BY
MARRIAGE.

LAW A LORD CHANCELLOR
DID NOT KNOW.

"One of the most eminent Lord Chancellors who ever sat on the Woolsack made his will before he was married," said Lord Haldane in the House of Lords during arguments in an appeal dealing with the construction of a Scottish will.

"When he afterwards married," added Lord Haldane, "his solicitor, who was a sensible man, told him that the marriage annulled the will. The Lord Chancellor said, 'I did not know that,' and thereupon made another will."

Lord Haldane added that the effect of marriage on a previous will was not generally known. The marriage of a testator subsequent to making a will operates to revoke the will, though it may be revived by the re-execution, or by codicil after the marriage, even if made on the same day. A will expressly made in contemplation of marriage, after January 1st, 1928, is valid.

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20 MONTHS IN A SPANISH
PRISON.

YOUNG ENGLISHMAN STILL
UNTRIED.

FOREIGN LEGION ESCAPE.

MADRID.

A young Englishman, Alexander Cyril Ogden, is imprisoned in Fuerte de Camellos gaol, Melilla, Spanish Morocco.

The young man several years ago joined the Foreign Legion of Spain to fight in Morocco, believing that in this Legion he would receive the treatment advertised in profuse announcements everywhere. While in Morocco he discovered that the treatment received by the soldiers of the Foreign Legion was anything but agreeable, and while in Targuist, in Alhucemas, he saw his opportunity to escape. He deserted with his arms and baggage on August 3rd, 1926.

A short time afterwards in French territory the French authorities, who maintain a perfect exchange with the Spanish in regard to deserters, captured him and sent him to the Spanish zone. There he was thrown into gaol, where he still awaits trial before a war tribunal.

It is the custom of the Spanish authorities, in view of the many trials pending, to delay a decision as long as possible and it appears that the war tribunal which will try the young man will not assemble for several months yet. For his alleged crime the maximum sentence is one of three years' imprisonment, and if he were found guilty he would be allowed to go free immediately, since he has already served such a term of imprisonment as might be imposed.

This slowness in Spanish tribunals, both civil and military, is legendary, and there are many cases of those charged with small defaults remaining in prison for unheard of lengths of time before they are tried, and of innocent people held unjustly awaiting trial.

Neither the Dictatorship nor Primo de Rivera has been able to get rid of this delay in the tribunals.

LUXURY RAIL TRAVEL.

EXPERIMENTS WITH NEW
COACH DESIGNS.

STARTLING DEVELOPMENTS
PROMISED.

Railway companies throughout England are experimenting daily with designs of coaches to make travelling more comfortable and luxurious for passengers. With the increase in the length of non-stop runs, such as the L.N.E.R. 392 miles run to Edinburgh, and the L.M.S. 299 miles run to Carlisle, there is a feeling that more should be done to amuse the passengers.

To interest their passengers in the country through which they are passing on their longer runs, the L.M.S. are issuing within a fortnight in the trains interesting guide books telling of the history of places and towns by which the train goes. An official of the L.M.S. told a reporter:—"That is all for the moment, but there may be further developments. We tried wireless, but that did not prove a success. People like to eat a comfortable meal, read, and sleep more than anything."

An official of the L.N.E.R. said:—"There will be some startling developments in travel in the near future, but the plans are secret at the moment. We have been carrying out a series of long experiments. Wireless has not proved a success, nor the cinema, because people did not want to move down the train into a stuffy carriage in the dark, and the scenery of England itself is as good as a cinema."

One thing which will come to England is two-way wireless such as they have in Germany, for business men on a long journey to get into touch with their offices.

HONG KONG POLICE
RESERVE.

[ORDERED BY THE HON. MR. E. D. G.
WOLFE, C.M.G., CHIEF-CLERK,
IN-CHARGE OF POLICE.]

Police Training School.

The classes at the Police Training School, Kowloon, will be held as usual on Wednesday, May 30th, at 5.30 p.m.

Chinese Company.

All ranks of the Chinese Company will parade at Central Police Station on Thursday, May 31st—advanced men for inspection of arms, and recruits for squad drill under Sergt. Condon. Fall in at 5.30 p.m. sharp. Dress and equipment: White uniform, cap with cover, belt (no truncheon), rifle and side-arms.

Indian Company.

All recruits of the Indian Company will parade at Central Police Station on Thursday, May 31st, at 5.30 p.m. sharp for squad drill under Sergt. Condon. Dress: Mufti.

Flying Squad.

The weekly instructional patrol of the Hong Kong Section will take place on Thursday, May 31st. Fall in at Central Police Station at 5.15 p.m. sharp. Dress: Khaki. This being the final patrol of the month, all members of the Squad are required to attend.

King's Birthday Celebration.

All Police Reservists who have been detailed to assist the regular Police in patrol and traffic duties in connection with the military parade at Happy Valley on Monday, June 4th, will fall in as follows:—

Chinese and Indian Companies.—Fall in at 8 a.m. sharp on the Hong Kong Football Club ground, Happy Valley. Dress: White uniform, helmet, belt (no frog), and truncheon.

Flying Squad.—Fall in at Central Police Station at 7.30 a.m. sharp. Dress: Khaki.

Sharpshooters' Company.—Fall in at the Monument, Happy Valley, at 6.15 a.m. sharp. Dress: Caps with covers, tunics, shorts, belts, holsters and revolvers, but no pouches.

A revolver practice will be carried out at Kennedy Road Range on Wednesday afternoon, the 30th inst., at 2 p.m. Members will assemble at the range with their revolvers and belts at the above time.

(Sgd.) W. KENT, A.S.P.,
Adjutant.

Hong Kong, May 29th, 1928.

PRINCE CHICHIBU'S BRIDE.

DIPLOMATS' PRESENT TO
BEAUTIFUL JAPANESE.

WASHINGTON.

The Diplomatic Corps here has presented Miss Setau Matsudaira, daughter of the Japanese Ambassador, with a beautiful silver bowl as a wedding gift. Sir Esmé Howard, the British Ambassador, made the presentation during a tea in her honour.

Miss Matsudaira is the bride-to-be of Prince Chichibu, brother of the Emperor of Japan and heir-apparent to the throne. To comply with Japanese Court regulations (the Ambassador being technically a commoner), she had to be adopted by a relative who is a Peer before the Emperor's consent to the marriage could be obtained.

Miss Matsudaira is considered a beautiful example of Japanese girlhood. She is fond of sports, being a good tennis player, an accomplished swimmer, and a keen athlete. Prince Chichibu is a keen athlete.

CANTON MILITARY
REORGANISATION.THE 5TH INDEPENDENT
ARMY.

MARSHAL LI AS C.-IN-C.

(FROM OUR CHINESE CORRESPONDENT.)

CANTON, May 29th.

Marshal Li Tsai Hsin and other leading members of the Canton Government are considering the formation of a 5th Army in conjunction with the four now fighting in the North. The Canton Government was instructed some time ago to form such an Army with Marshal Li himself as the Commander-in-Chief on an equality with Marshal Chiang Kai Shek, Feng Yu Hsiang, Yen Shih Shan and Li Chung Jen. But Marshal Li has been too busy with his other duties to give the matter a consideration. He has now definitely decided to organize an Army on these lines.

The territory from which soldiers and money for this Army are to be drawn will be limited to the Liang Kwang Provinces. The headquarters of the 5th Military Route will be reorganized as the headquarters of the 5th Independent Army. The Army, when organized, will have two Military Routes, the 1st and the 2nd. These two Routes will be under the immediate supervision of the headquarters of the 5th Independent Army. The commander of the 1st and 2nd Military Routes will probably be Generals Chen Ming Shu and Wong Shiu Hung.

ON THEIR WAY TO
HAINAN.

General Chen Ming Shu, Commander of the 11th Army and Admiral Chen Chak, Commander of the Canton Navy, left Canton for Hong Kong yesterday afternoon on board the s.s. *Lungshan*. Accompanying them was Mr. Chu Chung Wo, Managing Director of the Government Arsenal at Shek Cheng. From the British Colony both the General and Admiral will proceed to Hoihow, in Hainan, where important work in way of bandit suppression and harbour construction is being done. The two officials will not stay but return to Canton after a short visit to Hainan.

THEIR HOUR.

May 30th is the anniversary of the Shanghai students shooting affair. No demonstrations will be allowed in Canton but students may make speeches in class-rooms with their teachers and fellow students as audience. It is understood that many schools will set aside an hour for students' meetings, but after that they will have to return to their usual work.

SHAMEEN TO CELEBRATE
H.M.'S BIRTHDAY.

In celebration of the birthday of H.M. King George V., the Acting British Consul-General at Canton is giving a reception at the Consulate at 11 a.m. on June 4th. The programme for the day has not yet been announced but it is expected that there will be a service at Christ Church in the morning, which will be followed by a parade of army and navy units now at Shameen. Following the consular reception, the British community on Shameen will be hosts at "Canton Club to other nationals in Shameen and in the City. Probably a football match and other games will be played in the afternoon on the recreation ground, Shameen.

Mr. J. M. Walker, of the Chartered Bank on Shameen, is chairman of the King's Birthday Committee this year, and when he was seen yesterday afternoon, he said the programme would be issued in a day or two.

PROPOSED AIR ROUTE.

FOR LIANG KWANG
PROVINCES.

As commercial flying has become more and more important, General Chang Wai Cheung, Commandant of the Aviation Bureau, has designated a net work of air routes linking up all the big towns and cities in Kwangtung and Kwangsi. According to General Chang, the following centres will be developed as air ports:—Shiu Hing, Wuchow, Kai Yuan, Nan Ning, Pak Hoi, Hoi How, Sue Tong, Yuen Kwong, Wai Chow, Swabue, Shu Chow, and other towns.

This proposal is now under the consideration of the authorities of the Liang Kwang provinces, and it is expected that communication by this up-to-date method will be realized in the near future.—*Canton Gazette*.

CANTON MURDER
TRIAL.LAWYER AND POLICE
OFFICER.THE ARGUMENTS SUM-
MARISED.

(FROM OUR CHINESE CORRESPONDENT.)

CANTON, May 29th.

The trial of Hsu Tsing Yat, an officer of the Narcotic Prohibition Bureau for the alleged murder of Li Ping Shu, a legal practitioner, is still dragging on in the City Court. So far nothing definite has been decided by the Court. Conflicting evidence is still pouring in to the City Magistracy and the judge is carefully weighing all reports. The trial, which has lasted more than a month, is now nearly completed. The fate of Hsu Tsing Yat will be known in the course of a few days.

THE PROSECUTION.

The tragedy occurred when the Government officer entered the house of the deceased in search of illicit opium and firearms. Finding neither, the lawyer was dragged into one room, the members of his family not being allowed to enter. A few moments later the legal practitioner was found dead. The members of the family at once summoned several doctors, including Dr. Chu Chao Wai, in the hope of reviving him, but Li succumbed before medical aid arrived. A post mortem examination by the City coroner showed that the deceased had four or five wounds on his wrists and other in his neck, throat and chest, all showing that death was due to physical violence. The members of the family of the deceased, backed up by the Canton Lawyers Association, of which the deceased was a member, filled up a case in the City Court, charging the Government officer with murder. At every hearing the Court has been packed principally with lawyers and friends of the deceased, but supporters of Yu Tsing Yat, the defendant, were by no means lacking. The latter are mainly officers of the Canton Narcotic Prohibition Bureau.

THE DEFENCE.

The arguments of the defence are as follows: First, Yu Tsing Yat, as an officer of the Narcotic Prohibition Bureau, had authority to search any person or house under suspicion. The search of the deceased's house was the result of information that Li Ping Shu had in his possession illicit opium, given by Li Yuk Chow, a relative of the dead lawyer. In accordance with law the Police were first notified and accompanied the narcotic detective to the suspected house. "If," the defendant argued, "it were deliberate murder, why should I first notify the Police and have an officer to accompany me to the house under investigation?"

Secondly, according to Coroner Chang the wounds were not serious enough to cause death. The dead body was examined three times by the Coroner. That there were physical injuries was plain, but the Coroner was of opinion that death was not due to them. He suggested that death was due to high blood pressure, from which the deceased suffered. The colour of the marks on the throat, chest and neck were all of a colour suggesting that they were due to a broken vein. "If such marks were due to physical blows," he declared, "they would be of reddish coloration."

Thirdly, on March 30th last at the request of the City Court, a German medical Professor of Sun Yat Sen University made a post mortem examination in which he stated that death was probably due to the weak physical condition of the deceased and could not be due to injuries of which the marks were the sign.

Finally, when death was imminent, the deceased called for "Yu Yi Yau," a kind of medicinal oil widely used by the Chinese. "He would have shouted for help," the defendant said, "had he been murdered."

(Continued on next Column).

AMAH'S MYSTERIOUS
DEATH.INQUEST OPENED
EMPLOYEE OF JAPANESE
SCHOOL.

The inquest was opened at the Central Magistracy yesterday afternoon into the circumstances of the death of a Chinese amah, known as Ah Choi, whose body was found in her room at the servants quarters of the Japanese Primary School, Kennedy Road, on the 10th instant.

Lt.-Col. F. Eaves acted as Coroner and was assisted by a jury. Mr. C. E. Kowakita, the principal of the Japanese Primary School at No. 28 Kennedy Road, whose evidence was interpreted by a Japanese lady, said that the deceased had occupied a servants' room in the back yard of the school. She had been employed as an amah for several years and was a very satisfactory servant. The witness had last seen her on April 29th.

The Telephone Message?

About a week before this date the deceased had complained of a slight illness, and on the 29th and 30th of last month a young girl about 18 years of age came to assist the deceased in her work. On the 30th at about 7.30 p.m. a telephone message received by the house-boy was to the effect that the deceased was very ill and could not come back to work for several days. The amah had made no application for leave, she seemed quite well and the witness was extremely annoyed at her for staying away without first advising him. The telephone message came as a surprise to him as he thought that deceased was still at the school.

Dook Locked From The Outside?

On May 29th, the witness noticed a bad smell and inspected the back-yard. He then noticed that the door of the room occupied by the deceased was locked from the outside with a stake against it. However, witness paid no special attention to this as there was only one key for the room and that was kept by the deceased.

The odour increased and on the 10th instant witness peeped through the window of the amah's room and saw that it was in a great disorder. He forced the window open and realising what was probably the matter he immediately summoned the police who forced the door open.

The police found the body of a Chinese person, but it could not be definitely identified.

"The Man's Voice."

Mrs. Kowakita the wife of the last witness corroborating her husband's statement that on the night of April 29th she was about to take her bath in one of the back rooms of the school when she overheard a man's voice talking in a low tone in the deceased's room. She did not say anything at the time, and the door was closed and the curtains were drawn over the window. It was, of course, not customary for men to be seen or heard in the servants' quarters, at that time of the night.

An Old Quarrel?

Witness went on to say that an amah named Yee Leung, who had been employed at the school some time ago had been on bad terms with the deceased. They had often quarrelled and the feeling between the two amahs was very bitter. This woman was eventually arrested for stealing from the Master of the school and sentenced to one month's imprisonment. When her term of imprisonment expired the woman came to the school, and demanded a sum of money, which she alleged, one of the house boys had borrowed from her. This happened about a month before the disappearance of Ah Choi.

At this stage, the inquest was adjourned till June 5th. A large number of witnesses will be called and the proceedings are likely to require two more hearings.

WHAT THE LAWYERS
THINK.

The Canton Lawyers Association has prepared a public statement condemning the Government officer. The statement has appeared in today's vernacular press, setting forth arguments for the condemnation of Hsu Tsing Yat. It states that the injuries administered were inflicted with intent to murder. The Government officer had no right to force the deceased into a separate room. The imputation that death was due to high blood pressure was not proved. The fact that the Government officer deliberately prevented the members of the family of the deceased from summoning medical aid when the injured man was on the verge of death was another strong argument of against accused.

A prominent lawyer in Canton interviewed by our representative said that the trial had been concluded and the Judge, Mr. Chang is preparing his decision. He has both native and foreign trained doctors and instructors of the famous Tsing Wu Athletic Association to help him on certain technical points. The final decision for which the public has been waiting for a month or more will be forthcoming in the course of a few days.

THE S.S. "TEAN"
PIRACY.

HAUL OF \$7,000.

PROJECTED VISIT TO
ABERDEEN.

The official police report of the Tean piracy reveals that "the pirates took away with them jewellery, clothing and money, to the value of \$7,000. No cargo was touched. In addition, they took six Winchester rifles, ten revolvers and a quantity of ammunition."

This was not, from their point of view, a very big haul especially as over thirty men were directly engaged and will all want their share. In their flight before the landing parties from the *Somme* and the Customs launch *Yeung Shing* they dropped money and jewellery to the value of \$1,000, and they were also forced to abandon their hostages, with the exception of one whom they brutally murdered.

The police report also reveals interesting particulars of the ship's movements while under piratical control. The Captain was ordered to head for Swatow and "the ship proceeded on this course until noon, when they were ordered to make for Aberdeen (Hong Kong) where, the pirates stated, they intended to pick up some fishing junks. At 2 p.m. the order to proceed to Aberdeen was changed and the Captain was directed to steer the ship for Bias Bay."

Baulked Venegance.

General Tsai Ting Kai, whose escape was related yesterday was evidently marked out for destruction by the gang. The General holds the important post of commander of the division of Cantonese troops engaged in putting down pirates and "Reds" in the turbulent island of Hainan. He saved himself by posing as his own servant and giving his captors the slip while heading the search—for himself. Long may he be spared to continue his campaign against these human pests! General Chen Ming Shu, whose command includes the Island of Hainan and Admiral Chan Chak were in Hong Kong last night to meet General Tsai.

Another victim whom the pirates had marked out for special attention was Mr. Foo Ping Kwan, Superintendent of Customs at Hoihow. Mr. Foo was among the hostages taken ashore by the pirates when they abandoned the *Tean* but they left him, and his fellow captives, when the pursuit became too hot.

The European Passengers.

The European passengers, Mr. and Mrs. Fowys Drummond and Mr. Milrose escaped fairly lightly with the loss of some money and jewellery including Mrs. Drummond's wedding ring. An armed guard was mounted over their cabins, but the pirate chief was quite civil and kept them supplied with food.

Mr. Drummond is in the service of the Asiatic Petroleum Company (South China), and with Mrs. Drummond was returning to Hong Kong from Hoihow.

Mr. P. Melrose is an American missionary. He was born in Hainan Island and is returning to the United States by the *Empress of Asia*.

The body of the man who was killed by a fall over the cliff at Bias Bay and of the pirate accidentally killed on board were taken to the public mortuary.

MR. AND MRS. P. DRUM-
MOND.LIGHTER SIDE OF THEIR
ADVENTURES.

OUTWITTING THE PIRATES.

A *Daily Press* representative found Mr. and Mrs. Drummond in their room at the Savoy Hotel. Both husband and wife were in very cheerful mood and did not show any signs of having passed through a day of suspense and anxiety.

Mrs. Drummond, said to our representative "I thought we were coming back to Hong Kong to a place of safety—after having lived through red-hot days in Hoihow under the Red regime, but before the vessel sailed, I found that I had yet to live through another ordeal before I could claim the peace to which my husband and I have been looking forward."

Mr. Drummond briefly described several small incidents of the time when he and Mrs. Drummond were kept prisoners in their cabin by the pirates, not being allowed up on deck.

"Don't forget how the pirates took my wedding ring," said Mrs. Drummond to her husband. This brought a smile to Mr. Drummond's face and he related what happened. It appeared that one of the freebooters had told Mr. Drummond to surrender all valuables making a sign that he particularly wanted Mr. Drummond's watch. Mr. Drummond handed over his watch, some money and a few trinkets to the robber. Not satisfied with that, the man pointed to Mrs. Drummond's wedding ring, which she had handed to him.

Mr. Drummond was naturally loth to part with a ring which although worth only a small sum had a strong sentimental value for both of them. He therefore snatched the ring out of the pirate's hand and reasoned with him. He pointed out that the ring was really worth very little and that it was of no use to the robber as his name was engraved inside.

The pirate was convinced and returned the ring to Mrs. Drummond. A little later he returned to the cabin and gave Mrs. Drummond a watch—in exchange for the one he had taken. He also returned to Mr. and Mrs. Drummond the few trinkets and money he had taken away.

Disillusioned.

Mr. and Mrs. Drummond thought very well of that particular pirate; but they were soon to be disillusioned. In returning the property the pirate was only working for his own ends. It transpired that things taken from the passengers went into a common pool, and the robber who had special charge of the Drummonds' cabin conceived the plan of leaving Mr. and Mrs. Drummond's property alone until the last moment when he could get everything for himself. Accordingly he returned to Mr. Drummond's cabin just before leaving the ship and took away all he could lay hands on. The wedding ring, which Mr. Drummond had snatched away from him also formed part of the loot, as did the watch which the pirate had given to Mr. Drummond. The only thing to hope is that the wedding ring will be the means of bringing this peculiarly nasty specimen to the fate he deserves!

It later dawned on Mr. Drummond that he was unwittingly made the custodian of stolen property.

An Englishwoman's Coolness.

In conversation with Mrs. Drummond, our representative gathered that Mrs. Drummond's sangfroid baffled the pirates. They evidently thought that she would become hysterical when she learned that the ship was under piratical control, and no fewer than three of the freebooters purposely went out of their way to try and terrorise her. They were soon baffled for Mrs. Drummond remained so composed and at ease that the brigands left her alone. She sat in her cabin, reading and talking to her husband as if nothing had happened.

To show the gang that they were not afraid, Mr. Drummond purposely left his cabin door ajar all the time. They had a special reason for doing this. They wanted to have a good look at all the pirates so that in case any of them were arrested, they would be in a position to identify them.

Pirates Outwitted.

"Of course, the pirates did not get any valuable jewellery from me," said Mrs. Drummond. She was wearing a big diamond ring, and pointing to it, she told our representative how she saved the ring from falling into the pirates' hands. "I threw this ring and several other valuable articles among a heap of refuse in the cabin. Of course I had to have something on me that the pirates could take away and be satisfied. Unfortunately I forgot to take off my wedding ring," she added.

The pirates, thus missed one small article worth more than \$900 of loot taken from Mr. and Mrs. Drummond.

Both Mr. and Mrs. Drummond said that they could positively recognise about six or seven of the pirates, particularly the pirate chief. They intended going to the Police Station to-day and asking to be shown the photographs of the pirates captured in the *Sunning* affair. If the authorities could show these photographs to them, some light might be thrown as to who the No. 1 pirate was.

A Coincidence.

"What a coincidence," said Mr. Drummond. "We saw the s.s. *Sunning* before we were pirated, and one Chinese passenger pointed the *Sunning* out to another Chinese and told him that was the vessel which was pirated and which the robbers had set on fire." Little did we know that we were soon to fall into the hands of pirates as the *Sunning* did, and by what good luck we escaped the same fate."

Mr. and Mrs. Drummond had been in Hoihow for over three years. Mr. Drummond is now stationed in Hong Kong until the next transfer order comes from his Company—the Asiatic Petroleum Company.

PIRATES IN BIAS BAY!

TWO CANTON GUNBOATS
"WILL BE SENT."

The military authorities are surveying the physical features of Bias Bay with a view to erecting barracks and fortifications that will deal a death blow to all pirates operating in that vicinity, says the *Canton Gazette*. An inspection will be made as to which site is most suitable for this purpose. As soon as the investigations are completed, two gunboats, *An Peh* and *Ping Nan*, will be despatched to that locality with marines on board. The barracks when completed will billet these marines, while the gunboats will be on constant duty cruising around the bay.

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The author was from 1915 to 1926 Adviser to the Chinese Ministry of Communications, and gives here a useful condensation of historical and geographical data and an account of economic and sociological theory as corrected by his observation in all parts of China.

CHINA AND HER POLITICAL ENTITY. By SEUNG SHU. \$9.50
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NEW ADVERTISEMENTS.

G. R. NOTICE.

HONG KONG WATERWORKS.

IT IS HEREBY NOTIFIED that on and after FRIDAY, the 1st JUNE NEXT, a CONSTANT SUPPLY OF WATER WILL BE TURNED ON in ALL RIVER MAIN DISTRICTS until further notice.

Supplies to Wharves in Victoria, which were suspended in FEBRUARY last, will also be restored at the above-named date.

HAROLD T. OREASY.

Public Works Dept.
Hong Kong, 29th May, 1928. [6318]

PUBLIC LECTURE.

MAULANA L. A. HAIDORI, a Graduate of the PREACHING COLLEGE, Lucknow, India, will deliver a Lecture on "ISLAM THE RELIGION OF HUMANITY" in the City Hall on 30th INSTANT at 5.15 P.M. The public is cordially invited.

29th May, 1928. [6319]

ROYAL HONG KONG YACHT CLUB.

A MOTOR-BOAT will leave QUEEN'S Pier every Evening (except SATURDAY and SUNDAY) at 5.15 P.M. for the convenience of Members wishing to go to the Club and will return at 7.15 P.M. from the Club.

Fare: 20 Cents per head each journey.

R. J. VERNALL.
Hon. Secretary. [6316]

FOR RENT.

1. 4 Roomed FOREIGN FLAT from 1st JUNE.
1. 3 Roomed FOREIGN FLAT from 1st JUNE.
2. 4 Roomed FOREIGN FLAT from 1st JULY.
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1 Single Storied GODOWN, approx. Floor Space 25,000 Square Feet with Water and Road Entrances.

Could be Divided Up.
For Full Particulars, Apply:
JARDINE, MATHESON & CO., LTD.
Sugar Dept., Pedder St. [6320]

G. R. PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of the Sale by Public Auction to be held on TUESDAY, the 5th DAY OF JUNE, 1928, at 3 P.M., at the Office of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND at Sham-shui-po, in the Colony of Hong Kong, for a term of 75 years commencing from 1st July, 1898, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 24 years less three days.

PARTICULARS OF THE LOT.

No. of Sale	Regulatory No.	Locality	Boundary Measurements	Contents in Square Feet	Annual Rental	Upset Price.
1	New Kowloon Island Lot No. 1184	Adjoining New Kowloon Island Lot No. 946, Sham-shui-po.	As per sale plan	1,071	8	1,339

G. R. PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of the Sale by Public Auction to be held on TUESDAY, the 5th DAY OF JUNE, 1928, at 3 P.M., at the Office of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND at Hong Kong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 24 years less three days.

PARTICULARS OF THE LOT.

No. of Sale	Regulatory No.	Locality	Boundary Measurements	Contents in Square Feet	Annual Rental	Upset Price.
2	Kowloon Island Lot No. 215.	Adjoining Kowloon Island Lot No. 1430, Mong Kok.	As per sale plan	About 1,550	18	3,475.50

NEW ADVERTISEMENTS.

INDO-CHINA STEAM NAVIGATION CO., LIMITED.

THE FORTY-SEVENTH ORDINARY GENERAL MEETING of the Company will be held at the Office of the General Managers, Messrs. JARDINE, MATHESON & CO., LTD., Pedder Street, Hong Kong, on WEDNESDAY, the 30th JUNE, 1928, at Noon, for the purpose of receiving the Report of the Directors, passing the Accounts, and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 13th JUNE to 4th JULY, 1928, Both Days inclusive.

By Order of the Board,
JARDINE, MATHESON & CO., LTD.
General Managers,
Hong Kong, 19th May, 1928. [6317]

PEAK TRAMWAYS COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that the ANNUAL ORDINARY GENERAL MEETING of the above Company will be held at the Hong Kong Hotel, Hong Kong, on THURSDAY, 7th JUNE, 1928, at 12 Noon, for the purpose of receiving the Report of the Directors together with Statement of Accounts for the Year ended 30th April, 1928.

The TRANSFER BOOKS of the Company will be CLOSED from SATURDAY, 2nd JUNE, to FRIDAY, 8th JUNE, 1928, Both Days inclusive.

JOHN D. HUMPHREYS & SON,
General Managers,
Hong Kong, 23rd May, 1928. [6305]

HUMPHREYS ESTATE & FINANCE CO., LTD.

NOTICE IS HEREBY GIVEN that the Certificate No. 3467 dated 30th August, 1900, for 25 Shares of this Company Numbered 24851-24875 registered in the Name of Mrs. MARION LEGGIE has been LOST or DESTROYED; and should this Certificate not be produced to the Company before the 15th JUNE, 1928, a New Certificate for the said Shares will be issued, and the Old Certificate No. 3467 will be thereafter treated by this Company as Null and Void.

JOHN D. HUMPHREYS & SON,
General Managers,
Hong Kong, 11th May, 1928. [6241]

MACAO RACES.

NINTH EXTRA RACE MEETING:
SUNDAY, 3rd JUNE, 1928.
FIRST RACE—1.30 P.M.

PUBLIC ENCLOSURE.....40 Cents.
MEMBERS' ENCLOSURE.....\$1.00.

RACE STEAMERS—

HONG KONG TO MACAO:
S.S. "SUI AN".....8.30 A.M.
S.S. "TAISHAN".....9.30 A.M.

MACAO TO HONG KONG:
S.S. "SUI AN".....3.30 P.M.
S.S. "TAISHAN".....6.30 P.M.

By Order,
S. W. CHENG [6311]

NOTICE.

I have appointed Mr. G. A. H. POTTS as my ATTORNEY to act for and on my behalf under the Style of ELLIS HAYIM Share and General Broker as from 1st JUNE, 1928.

ELLIS HAYIM.
28th May, 1928. [6308]

BY ORDER OF THE MORTGAGEES.

PUBLIC AUCTION

OF THE VALUABLE LEASEHOLD PROPERTY

Situate at MONGKOKTSUI in the DEPENDENCY of Kowloon and Colony of Hong Kong and registered at the LANDS OFFICE as KOWLOON INLAND LOT No. 1872.

To be SOLD on
TUESDAY, the 5th DAY OF JUNE, 1928
At 3 P.M.

By MESSRS. LAMBERT BROTHERS, Auctioneers.

At THEIR SALES ROOM,
8a, DUNDRELL ST., VICTORIA, HONG KONG.

For further Particulars and Conditions of Sale, Apply to—

MESSRS. WOO & NASH,
Solicitors,
4 & 6, QUEEN'S ROAD CENTRAL,

OR TO
MESSRS. LAMBERT BROTHERS,
Auctioneers,
No. 8a, DUNDRELL STREET,
Hong Kong, 23rd May, 1928. [6288]

FOR SALE.

NEWSPAPER PRINTING MACHINE. In thoroughly Good Order. Capable of Printing Four Pages at One Time of the Average Size Newspaper. Apply Box 6117, c/o Daily Press Office. [6117]

FOR SALE.

STEAM LAUNCH "TEVIOT."

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INTIMATIONS.

TO LET.

A FLAT in QUEENYONG BUILDINGS, Kowloon.
Apply to:—
HUMPHREYS ESTATE & FINANCE CO., LTD.,
6201] Alexandra Buildings.

TO BE LET OR SOLD—Commodious BUNGALOW at MARGARET GAP, near MOTOR ROAD; Good Garden. Private Garage—Apply. Box No. 6278, c/o Hong Kong Daily Press. [6278]

WHY Continue to suffer when you reach—Pimples, Catarrh, Asthma, Bronchitis, Cough, Constipation, Diarrhoea, Dropsy, Rheumatism, and many other Diseases. No Drugs, Purely Chinese Herbs.

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92, NATHAN ROAD, KOWLOON.

OFFICES

TO LET

DAVID HOUSE.

Apply to

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DAVID HOUSE,
67/69, DES VOGES ROAD CENTRAL.

MRS. BETEN (Trained in Paris), Late of Hong Kong Hotel, Guarantees that her Permanent Waves revive Faded Hair leaving it Soft and Silky.—2, PRINCE BUTLER (1st Floor), For Appointment K. 945. [351]

DEATH.

GOLDMAN.—On May 29th, at Shanghai, MEYER GOLDMAN, in his fifty-sixth year.

Hong Kong Office: 11, Ice House Street.

London Office: 21, Bride Lane, Fleet Street, E.C. 4.

The Daily Press.

HONG KONG, MAY 30th, 1928.

THE PIRACY OF THE "TEAN."

We have heard little of the punitive expedition which Marshal Li Tsai Hsin some time ago promised should be sent to Bias Bay with the object of clearing that district of pirates. The work can only be done effectively by a land force, but in the meantime the patrol maintained by His Majesty's Navy around and about these waters has not been without effect. The operations of the Bias Bay Company Unlimited are becoming a hazardous business. The profits have not been large recently. Certainly no big dividend can have been declared during the past six months and we hope it is not too much to expect that the shareholders will now give up in disgust and decide upon voluntary liquidation.

It seems impracticable to prevent such piracies as that committed on the Tean on Sunday. If a gang of desperate men go on board as passengers it is a comparatively easy matter for them to take the vessel by surprise. They have only to work together and prepare their plans with a certain amount of care. Usually there are only two or three European officers on duty, and when they are suddenly faced with loaded revolvers there is little they can do but hold up their hands. With the officers off duty and probably asleep in their cabins the task of the pirates is even simpler. The surprise is complete and resistance

INTIMATIONS.



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NEVER
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PHONE C. 616. [50]

would only mean the sacrifice of lives to no purpose. Occasionally, as in the case of the *Sunning*, the officers may have an opportunity to concert measures to turn the tables upon their captors. But these opportunities are rarely given and, moreover, if the officers are successful in their fight against very great odds there is nothing to prevent the pirates from setting fire to the ship. Then the losses are probably far more than if the piracy had been completely successful.

In all the circumstances, therefore, the only practical means of combatting their method of robbery with violence on the high seas appears to lie in devising measures which will make it extremely problematical whether the pirates can get away with their booty, and the patrols maintained near Bias Bay are obviously serving the purpose they were intended to serve. The piracy of the *Tean* was the first for some months and the results cannot be regarded as very encouraging for the pirates. One was shot and the remainder were extremely lucky to escape; a delay of a few more minutes and all would have been laid by the heels. According to the official report their booty is valued at \$7,000. There were thirty of them to divide the spoil so that after expenses are paid they will not get much more than \$200 each. This surely will not be regarded as an adequate recompense for the time involved and the tremendous risk run. From the pirates' point of view the capture of the *Tean* must be written down as a failure.

In the House of Commons at the end of last month Sir AUGUSTUS CHAMBERLAIN referred to piracy on Chinese waters. In answer to a question, he said:—

I am aware that piracy continues, but the activities of the pirates have been considerably reduced during the past six months, during which period there have been only three instances in which their operations met with any measure of success. In none of these instances was a British ship involved, and in only one case was the Bias Bay gang apparently responsible. The attempt to secure concerted action by the Powers represented at Peking met with no success, only Japan being prepared to co-operate with us. The Bias Bay area is now regularly patrolled by either a British or Japanese warship. The question of piracy suppression was discussed by His Majesty's Minister with General Li Tsai Hsin during the former's visit to Canton. General Li was enthusiastic as to his intention to suppress piracy, and stated that the Bias Bay area would, he hoped, be cleared up within three months.

As we have said there has not been much sign that Marshal Li has been particularly active in keeping his promise, but whether the Bias Bay area is cleared up within the next three months or not, we hope, after the comparative *fiasco* of the attempt on the *Tean* it will be much longer than three months before the pirates show any further sign of activity.

SOLDIERS IN HONG KONG.

The *China Express and Telegraph*, just to hand, from Home, has some comment upon the recent cases of window smashing by soldiers in Hong Kong. According to a correspondent of the *Daily Mail* who professed to be well acquainted with conditions in Hong Kong, "the young soldier in the British Defence Force is thoroughly dissatisfied after 15 months of non-active service in China, and views with disfavour the prospect of another idle summer in tropical heat, without the freedom of movement which he enjoys elsewhere." Now, anyone who really knows Hong Kong, says the *China Express*, will say that the troops have little to complain of. They are well provided for and enjoy a better time than the average European who is tied to his desk or workshop. They have more time and more facilities for football, cricket and general outdoor sport than any other section of the community, and perhaps more than they have at home. Besides, it is months since "tropical heat" interfered. The Hong Kong winter cannot be excelled anywhere in the world and certainly not in England, while even the summer has the compensation of bathing which even the most timid aquatist can thoroughly enjoy. The *Daily Mail* correspondent says that Hong Kong offers even less chance for diversion than Shanghai; but one has only to ask a visitor from Shanghai about that and he will say that minus Hong Kong's hills, harbour and beaches and its scenic beauties, Shanghai is poor by comparison to live in. The window smashing trouble, common enough crime in the home depots, must have some cause behind it other than the boredom of being in the Army in Hong Kong. As every soldier knows, dismissal rarely follows the deliberate smashing of a window, unless the culprit's general character is such that the officers are compelled for the good of his regiment to get rid of him. The new Army regulations do not affect occurrences of this kind. It is gratifying to learn from a later telegram, adds the paper, that the recent cases of window smashing must not be interpreted as indicative of anything wrong in the local conditions of training, and are certainly not the outcome of serious discontent.

MR. EUGENE CHEN.

Mr. Eugene Chen, former Nationalist Foreign Minister, expects to leave Moscow for Paris to rejoin the journalistic profession, says a Home paper. Mme. Sun Yat Sen is also expected to leave Moscow. She intends to go to Germany, and after a short stay there will visit the United States on a lecturing tour, returning to Shanghai in the summer.

Mrs. Soume Tebing who, as reported by cable, recently arrived in Paris, informed a newspaper representative that she would stay six months. "Then I shall go on to London," continued Mrs. Tebing. "My visit there will be a purely personal one; my official mission does not carry me to Whitehall. That lies in other hands."

During the three days ending Monday only one case of notifiable disease was reported. The patient was a Chinese suffering from enteric.

The 47th ordinary general meeting of Indo-China Steam Navigation Co., Ltd., will be held at the offices of Jardine, Matheson & Co., on June 20th at noon.

Maulana L. A. Haidri, a well known Muslim Missionary, and a graduate of the Preaching College, Lucknow, India, is delivering a lecture on "Islam the Religion of Humanity" in the City Hall to-day at 5.15 p.m. The public is cordially invited.

A Chinese woman and her daughter were each sentenced by the Kowloon Magistrate yesterday to six weeks' hard labour on a charge of defrauding a man of \$80. The money was obtained by means of the trick known as "flying the white pigeon."

At the Kowloon Magistracy yesterday, Major C. Willson sentenced a Chinese to three months' hard labour on a charge of kidnapping a small boy. Defendant's excuse that a woman brought the boy to him was not accepted and a similar charge against the woman was withdrawn.

Another batch of motor car touts rounded up in Hill Road and in the neighbourhood of the Taiping Theatre and the Chinese restaurants were brought before Lieut.-Col. F. Eaves, acting first Magistrate, yesterday. Six men were treated as first offenders and fined \$5 each, while two others who had previous convictions were fined double the amount.

The fourth annual Indian Empire garden party takes place at the Ranelagh Club, Barnes, on June 27th, when rendezvous post No. 1 near the polo ground will be the meeting place of people from Malaya and Hong Kong. A polo match, India v. The World, will be played for the gold and silver challenge shield presented by the Princes of India.

Lieut.-Col. Sir Victor Mackenzie, Bt., D.S.O., of the Scots Guards, who is now on his way home from Hong Kong, was a godfather by proxy at the christening on April 29th of the infant daughter of Mr. and Mrs. Douglas, of Mainz, at Holy Trinity, Brompton. Another godfather represented by proxy, as he is also in China, was Mr. J. W. F. Treadwell. Lady de Bunsen lent an heirloom Brussels lace veil for the occasion.

Among passengers sailing to-day to Vancouver by the *Empress of Asia* are Mrs. Woods and her two daughters the Misses Aileen and Doris Woods. The Colony will be very much the poorer for their loss, as probably no musical performers here given more pleasure as singers and dancers, especially to Service men than the Misses Woods and their mother, who nearly always plays their accompaniments. Their host of friends in Hong Kong will join in wishing them the best of fortune in Vancouver where they have arranged to settle.

LOCAL PROBATES.

AN INSURANCE BROKER'S ESTATE.

MACAO RESIDENT'S PROPERTY IN COLONY.

Probate of the will of the late Mr. James William Worthington Huddleston, late of 45, Torrington Road, Wallace, Chester, has been granted to Mr. M. H. Turner of Messrs. Deacons, attorneys for deceased's widow and brother.

The late Mr. Huddleston died in February 21st, 1927, at his residence in England. His estate in the Colony amounted to \$1,800. His net property in England is valued at £24,415 5s. 0d.

In his will the deceased bequeaths all his personal and household property to his wife, Mrs. Janet Huddleston, and directs that £200 be paid to her immediately after his death. The late Mr. Huddleston also bequeaths £50 to each of his two aunts, directs that in the event of his two clerks leaving the employ of his firm, £3 for each year of service be paid to them.

The executrix and executor of deceased's will are the widow, Mrs. Janet Huddleston and a brother, Mr. Charles W. Huddleston.

The late Mr. M. J. da Luz, a resident of Macao and who died in the Portuguese Colony in December 11th, 1927, left estate in the Colony valued at \$17,000. He bequeaths everything to his widow who is residing at No. 24, Robinson Road. Probate of his will has been granted.

WEATHER REPORT.

Yesterday's weather report, forecast and remarks, issued by the Royal Observatory at 5.45 p.m., stated:—

Pressure is highest in the Pacific to the east of Japan and relatively low over China generally. The depression, probably remains over Hainan.

Local Forecast:—S. or S.E. winds, moderate, overcast, rain.

MALARIA EXPERT ENGAGED.

SALARY OF £2,200.

TEACHING OF HYGIENE AT SCHOOL.

At the fortnightly meeting of the Sanitary Board yesterday, Dr. W. V. M. Koch asked the following questions relative to the engagement of a malaria expert to report on the prevalence of malaria in the Colony:—

Dr. Koch: Can the Head of the Sanitary Department inform the Board whether it is intended to engage the services of a malaria expert to investigate and report on the prevalence of Malaria in the Colony, and New Territories, and to suggest means for dealing with it?

The President: The answer is in the affirmative.

Dr. Koch: Is the engagement of such officer to be of a temporary nature, or is he to be attached to the Medical Department permanently and seconded for this particular work?

The President: Temporary in the first instance.

Dr. Koch: Can the Head of the Sanitary Department ascertain in how many Schools, Government Grant-in-aid and Vernacular, the subject of hygiene is taught; what proportion do these bear to the total number of schools; is stress laid upon the application of hygiene to local conditions; and is any test practical or written applied to ascertain the results of such instruction periodically during the year?

The President: The question has been referred to the Director of Education. While a reply could have been given to-day the Director is anxious that the fullest information possible should be given. He is, therefore, verifying the statistics he now has and will furnish me with a comprehensive reply in time for the next meeting of the Board. I trust, therefore, you will allow this question to stand over meanwhile.

A Qualified Man?

Dr. Koch further asked whether the expert who is coming out is a properly qualified man and whether or not he would be taken on the permanent staff if his services were found satisfactory.

Mr. Carrie replied that as far as he knew, the engagement of an expert would be a temporary one, as a senior man would not like to stay longer than was necessary to complete investigation. He was of the opinion that a senior man would come out here for experience more than anything else, and that a junior man might stay longer.

Dr. Koch remarked that a very senior man would not stay on at a yearly salary of about £2,200 to £2,500.

Those present at the meeting yesterday were Mr. W. J. Carrie (Head of the Sanitary Department), Mr. J. Watson (Secretary), Dr. W. V. M. Koch, Dr. S. W. Tse, Dr. G. W. Pope (Medical Officer of Health), Mr. J. P. Braga, the Hon. Mr. H. T. Cressy, C.B.E., Mr. Wong Kwong Tin and Dr. S. C. Ho.

OPIUM SEIZURES ON THE "YING CHOW."

CHINESE PASSENGERS CONVICTED.

FINES OF \$17,900.

Owing to Mr. W. Schofield being indisposed, Major Willson presided over the Kowloon Court yesterday.

One of the cases concerned two seizures of large quantities of opium on board the *a.s. Ying Chow*, two Chinese being brought up on separate charges of unlawful possession of the drug.

The charge against the first man, a tailor, was in respect of 337 taels of raw opium. In denying ownership of the basket in which the opium was found, defendant said that it was left in his care by a friend, who also gave him the key.

A fine of \$8,500 was imposed, with the alternative of six months' hard labour.

The second man was charged with possession of 374 taels of raw opium contained in two baskets with false bottoms. The defendant said that neither of the baskets belonged to him. He left his coat on one of them and did not know how the key got into his pocket.

His Worship imposed a fine of \$9,400, or six months' hard labour.

STEADY ADVANCE OF SHANSI FORCES.

FENGTIENESSE LEADERS IN A QUANDARY.

THE POST OF NATIONALIST FOREIGN MINISTER.

NANKING CRITICISES JAPAN'S MANCHURIAN POLICY.

The fighting on the Peking-Hankow and Tientsin-Pukow Railways is still severe, but it appears that neither side has met with any very marked success. The Southerners have been forced back slightly, but the Fengtienese front line is now stationary just south of Wangtu.

On the Shansi front, however, the 3rd army group under General Chuang Chun is pushing along the Peking-Suiyuen Railway and has captured Sunfa, while a late Reuter message states that Shansi raiders appeared 20 miles west of Peking. This advance is putting the Fengtienese leaders in a difficult position, because if they make a determined effort to hinder it, they will of necessity have to weaken their forces on the Peking-Hankow Railway front.

The appointment to the post of Foreign Minister is apparently causing a good deal of trouble in the Nanking Government. The "old man's" party are in favour of retaining Mr. Hwang Fu, while the returned student clique favour Mr. C. T. Wang. It is stated that Mr. Hwang Fu will resume office.

The reply of Nanking to the Japanese memorandum on their policy in Manchuria and the Peking and Tientsin areas has been issued. The reply points out that Japan is taking upon herself duties which belong solely to the Nationalist Government. Such actions, states the reply, impair the development of the amicable relations of the two Governments.

REPLY TO JAPAN.

[THROUGH REUTER'S AGENCY.]

NANKING, May 29th. With reference to the Japanese Government's statement on May 18th on their policy in Manchuria, the Nationalist Government's reply points out that the responsibility for the maintenance of peace and order in Manchuria rests solely with the Nationalist Government.

The statement that the Japanese Government may possibly be constrained to adopt appropriate and effective measures for the maintenance of peace and order in Manchuria not only constitutes an interference with China's domestic affairs, but also is a flagrant violation of the principle of mutual respect for territorial sovereignty. "Such measures," the Nationalist Government can never recognise.

The Nationalist Government hopes Japan will avoid any actions which may impair the development of their amicable relations.

No mention is made of the Peking and Tientsin areas.

THE SHANSI ATTACK.

(Wah Tsz Yat Pao.)

SHANGHAI, May 29th. The Shansi troops under General Shuang Chin have captured Sunfa, south-east of Kalgan on the Peking-Suiyuen Railway, while another force is being engaged in a battle at Shuangyuen, between Waihoi and Sunfa.

A number of Shansi cavalry have appeared at Mantokow, west of Peking. The Fengtienese are in great difficulty as their main forces are concentrating on the Kin-Han and Tientsin-Pukow railway lines.

PUSH FOR PEKING.

(Wah Tsz Yat Pao.)

SHANGHAI, May 29th. The 1st, 2nd and 3rd army groups have simultaneously begun a general attack on the Fengtienese since the 28th inst. Marshal Chiang Kai Shek proceeded to Shichanghuang to direct operations, while General Chu Pei Teh is at Tachow. Their objectives are Peking and Tientsin. On the Tientsin-Pukow Railway front alone the Southerners number more than 150,000.

NATIONALISTS SUFFER SEVERE DEFEAT.

[NAVAL WIRELESS.]

PEKING, May 29th. The fear of trouble with the Japanese at Shanhaikwan and other points on the Manchurian border has had the effect of stiffening the Fengtienese ranks, and the Ankuochun has definitely decided not only fully to resist the Southern advance, but to open a big offensive campaign in the near future.

Heavy troop movements have taken place in the last few days, thousands of Fengtien troops having been despatched towards Tientsin and the Peking-Hankow Railway in the vicinity of Paotingfu, and the Southerners have been forced back to Wangtu with heavy losses. Wangtu is about thirty miles south of Paotingfu, and the Northerners are now consolidating their gains. At Hokenfu and Tanchow, the other points upon which the Northerners are chiefly concentrated, little other than skirmishing has taken place, the Southerners having withheld the attack, while the Northerners are awaiting promised reinforcements, before launching their offensive.

NO NEWS OF "ITALIA."

FIERCE SNOWSTORMS.

ON SIBERIAN COAST?

[THROUGH REUTER'S AGENCY.]

LONDON, May 29th. There is still no news of the *Italia*. It now appears that the S.O.S. picked up at San Francisco came from the wireless station at Vladivostok, which broadcast an appeal for help for the *Italia* in five languages.

Moscow, May 29th. Aviation circles consider it possible that the airship might land on the Siberian coast. If this is so a special relief expedition will be sent to her assistance.

COROVIA, Alaska, May 29th. The United States naval wireless station here has intercepted a wireless message from the *Citta di Milano*, the supply ship to the *Italia*, showing that she is battling with a fierce snowstorm to the north of Cape Barren.

REBEL OUTBREAK IN MEXICO.

INSURGENTS ATTACK PORT.

MUNITIONS NEEDED.

[REUTER'S AMERICAN SERVICE.]

MEXICO CITY, May 29th. Eighty-two rebels and 29 Federalists have been killed in an attack by 800 insurgents on Manzanillo. It is believed that this is part of an attempt to secure a port of entry so that the rebels might import arms to use against the present Mexican Government.

The timely arrival of reinforcements from Colima saved the city, which was guarded by only a small garrison. A Mexican warship also bombarded the insurgents, who finally withdrew.

COMMUNIST AIMS IN BRITAIN.

HYPOCRITICAL APPEALS.

MR. CLYNES' SCATHING DENUNCIATION.

[THROUGH REUTER'S AGENCY.]

LONDON, May 29th. The well-known Labour member, Mr. J. R. Clynes, in the course of his Presidential address at the Congress of the National Union of General and Municipal Workers, at Kewick Cumberland, castigated the Minority Movement and the Communists.

He declared that the Communists, while pretending to seek unity, cut themselves adrift from the main current of Labour activity and then make hypocritical appeals for admission to the Party, which they grossly misrepresent and whose officers they shamefully abuse.

INTERNATIONAL LABOUR OFFICE.

BRITISH PROPOSAL TURNED DOWN.

[THROUGH REUTER'S AGENCY.]

GENEVA, May 29th. The International Labour Office, by 12 votes to 11, rejected the British Government's proposal for a revision of the Washington Convention.

The proposal was supported by the British employers' delegate, Canada, and Germany, the last named with a reservation.

It was opposed by Belgium, Poland and France, as well as by Miss Margaret Bondfield, on behalf of British workers.

THE FOREIGN MINISTER.

(Wah Tsz Yat Pao.)

SHANGHAI, May 29th. According to a report made by General Yan Yen Kai to the Nationalist Government, it has been decided at the recent conference called at Hanchow to persuade Mr. Hwang Fu to resume office. During his absence Mr. Tang Yu Liang is appointed to act for him temporarily. Also consent has been obtained from Marshal Feng Yu Hsiang and General Yen Shih Shan to the organisation of a branch of the political council in Peking as soon as it is under Nationalist control.

OLYMPIC SOCCER ENTHUSIASM.

FIGHT FOR TICKETS.

POLICE CHARGE CROWD.

[THROUGH REUTER'S AGENCY.]

AMSTERDAM, May 29th. Riotous scenes occurred to-day when a crowd of at least 70,000 was waiting at the office set up for the sale of tickets for the Olympic Tournament soccer match between Holland and Uruguay.

The match is to be played on May 30th, and it appears that latecomers to the office tried to displace people who had been waiting in the queues in some cases for 24 hours and even longer.

Fighting took place and eventually the police were forced to charge the crowd with swords drawn. Many were injured in the melee.

INTERPORT TENNIS.

A HONG KONG WIN.

[THROUGH REUTER'S AGENCY.]

In the Interport tennis matches Mrs. Tottenham beat Mrs. Stafford Smith 6-3, 6-3, and Wade beat Tottenham 6-0, 6-2, 6-2.

In an unofficial Mixed Doubles match Miss Enid Lo and Redmond beat Miss Crawford and the Rev. Roberts 9-7, 10-8.

COUNTY CRICKET.

KENT'S BIG WIN.

[THROUGH REUTER'S AGENCY.]

At Taunton Kent beat Somerset by an innings and 84 runs. Kent 476 for 9 wickets, innings declared closed (Chapman 141, Ames 129).

Somerset 244 and 148 (Ashdown 5 for 31).

INTERNATIONAL TEXTILE WORKERS.

MANY COUNTRIES SEEK AFFILIATION.

[THROUGH REUTER'S AGENCY.]

GHENT, May 29th. At the annual meeting of the International Textile Workers' Congress, it was announced that America, Japan, China, Palestine and various Balkan countries had requested affiliation therewith.

PEKING'S AGITATORS SUBSIDING.

JAPAN'S DETERMINATION TO KEEP ORDER.

COMMUNISTS BEING WATCHED.

[THROUGH REUTER'S AGENCY.]

PEKING, May 29th. Since it is evident from the recent Japanese Note to the several factions that Japan contemplates keeping order in Peking the local students have removed their black hats, torn down the anti-Japanese posters and have ceased the circulation of absurd propaganda based upon Hwang Fu's statements, with the exception of the schools under foreign protection such as Tsinghua and Yenching Universities whose literature is not only anti-Japanese but Nationalist in tone.

Communist Students Hunted Down. The students of the Customs College, the head of which is Liang Shih Yi's appointee who is suspected of leaning towards Marshal Feng Yu Hsiang, abandoned their propaganda after the Japanese Note and have now suspended attendance at classes and wish to return to their homes because the local authorities are now rounding up communist students. The authorities here are keeping a remarkably close check on all Southerners and other suspects, causing thereby much consternation in radical circles.

Traffic has been suspended after 10 o'clock at night and heavy cavalry patrols the environs of the city both day and night. Barbed wire entanglements are being erected round the Legation Quarter.

Rally in Chinese Securities. A slight appreciation in the value of Chinese Domestic and foreign loan bonds is believed by bankers to be traceable to confidence abroad that the action of the Japanese Government may restore peace and stability to China, but mainly to quiet trading on the part of Chinese who were in the favour of the restoration of sanity through the firm Japanese attitude.

Many hitherto discredited foreign loan issues are now locally in some demand.—Mr. Rodney GUNTER in the North-China Daily News.

FEELING AGAINST ITALY.

FURTHER OUTBREAKS OF DISORDER.

OPPRESSING SLAV MINORITIES.

[THROUGH REUTER'S AGENCY.]

BELGRADE, May 29th. There have been serious occurrences of anti-Italian demonstrations, believed to be consequent upon the news from Zara, Dalmatia, of the attack upon the Yugoslav Consulate by Italian Fascists, who injured the Consul, and did much damage to property.

The trouble this time broke out in a fresh field, rioters demonstrating against the Italians in Doubravnik and Zagreb.

The Police charged the riotous mob at Doubravnik repeatedly and many were injured. They were marching on the Italian School when the police intervened.

Crowds also tried to attack the Italian Consulate at Zagreb, but the police were able after a series of charges to prevent the crowds from reaching their objective. Several were injured in the disturbances.

Organised Protest.

ROME, May 28th. Demonstrations have been held in several towns in Italy in protest against the "provocative attacks against Italy" which are reported from Jugo-Slavia.

Organised processions have taken place in the streets, and the crowds have been parading singing patriotic songs. So far there have been no disorders.

Public Sympathy.

VIENNA, May 29th. A message from Belgrade states that an immense demonstration of students passed a resolution deploring the Italian Fascist Government's "oppression of the Slav minorities."

Mounted police broke up the demonstration, which however excited much sympathy among the general public.

GOLD SHIPMENT FROM AMERICA.

BANK OF ENGLAND RESERVES.

CONSIGNEE UNKNOWN.

[REUTER'S AMERICAN SERVICE.]

NEW YORK, May 28th. The liner *Aquitania* is conveying \$15,000,000 worth of gold to London.

It is understood that the transaction is on behalf of a private consignee, whose identity has not been disclosed.

The shipment is the second within a week. United States bankers believe it is being added to the gold reserve of the Bank of England, which is requiring a larger reserve owing to its co-operation with other Banks in the Government plan for the amalgamation of the currency note issues.

INDIAN MONEYLENDER PERPLEXED.

THE SAME NAME BUT NOT THE BORROWER.

SOLICITOR'S ALLEGATION REFUTED.

When Sapooran Singh, a licensed Indian moneylender, appeared before Mr. Justice P. J. J. in the Summary Court yesterday morning as plaintiff in an action against two Chinese for the recovery of \$1,000 lent to them, he was much perplexed to see a man answering to the name of one of the defendants but who was not the borrower. Plaintiff's solicitor, Mr. A. E. Hall, suggested that it was a conspiracy between two brothers. This allegation was refuted by Mr. Horace Lo, solicitor for the defence, and upheld by the Bench.

Plaintiff said that he lent the money, amounting to \$1,200, in two sums to a man named Yip Ping Chun, and that he went there with the bailiff to serve the summons. He found that the Yip Ping Chun who answered to the summons was not the man who had had the money.

His Lordship remarked that plaintiff had no case and that he would give judgment in defendant's favour. "You will have to find your man. The plaintiff would not doubt know him. It is rather a serious case if the borrower's name was not Yip Ping Chun," said his Lordship.

JAPANESE STATEMENT TO THE LEAGUE OF NATIONS.

FACTS AND CIRCUMSTANCES OF THE TSINAN AFFAIR.

NOT DUE TO THE PRESENCE OF TROOPS.

ACTIONS DICTATED BY SOUTHERN FAITHLESSNESS.

The text of the Japanese statement to the League of Nations is published below. As announced yesterday, the Note has been received by the League Secretariat, and has apparently created a good impression.

The Note deals fully with the incident itself and the events which led up to it, giving full reasons for the Japanese action in sending troops to Tsinan and explaining the circumstances which governed the policy pursued by Japan during the course of the trouble.

The suggestion that the incident was caused by the presence of Japanese troops is refuted, and the Hankow and Nanking affairs, where no troops were present, are quoted in support of this contention.

Dealing with the alleged murder and mutilation of the Foreign Commissioner, Tsai Kung Shi, the report states that there was repeating sniping from the building which was later found to be his office. Japanese troops made their way in and killed the snipers, and it is possible that the Commissioner was included in this number. The charge of mutilation is absolutely denied.

[THROUGH REUTER'S AGENCY.]

TOKYO, May 29th. In a long and carefully worded statement to the League of Nations, the Government narrates the facts and circumstances attendant on the Tsinan affair.

Reiterating the reasons for the despatch of troops last month, the statement refutes the suggestion that the incident was due to the presence of Japanese troops. It points out that the Hankow and Nanking affairs occurred when no troops were present.

Outlining the events, including the Japanese voluntary removal of defence works, leading up to the incident, the statement avers that the outbreak originated at 9.30 a.m. on May 3rd, when Japanese soldiers attempted to disperse a party of Southerners who were looting a Japanese house.

The Southerners immediately fled to the neighbouring barracks, from which they started firing, and wounded several Japanese soldiers, who thereupon returned their fire. Other Southerners in various parts of the city commenced almost simultaneously to fire on Japanese troops, while at the same time looting and murder broke out.

The remainder of the statement is mainly a straightforward narration of the events already known, at the same time explaining the extenuating circumstances for the actions taken.

AT CHINESE FUNERALS.

THE MOB WHO "DO WELL OUT OF IT."

DISRESPECTFUL GUESTS AT MR. LEE HYSAN'S FUNERAL.

[BY C. L. C.]

Last Friday at the funeral of the late Mr. Lee Hysan several prominent members of the European community went to pay their respects at the "Last Meeting Place."

There was, of course, much hustle and bustle, and one European, apparently a newcomer, asked me if I could explain why so many barefooted coolies and their womenfolk were present.

Before a big Chinese funeral takes place, the family of the deceased advertize in the vernacular papers to the effect that a certain sum of money, ranging from one to two dollars, will be paid to those present at the obsequies. This in itself is sufficient to draw a large crowd of poor Chinese to any funeral and that is why so many coolies and their womenfolk are seen following a funeral procession, for they find it considerably more lucrative than a hard day's work at the wharves or stone quarries for thirty or forty cents.

The reason why the family of a deceased person wants a big crowd at the funeral is easy to explain. It is a matter of "Face Piggin." They pay to have as many persons as possible to attend a funeral and thus keep up the family name. It is considered better to have several hundreds of coolies at a funeral than just a few real friends and relatives.

It is of course the Chinese custom to give a "red paper" (a small sum of money wrapped in red paper) to those going to a funeral so as to bring the recipients some good luck. It might be as well if the sum were merely nominal. Ten cents, while covering the principal involved would not tempt the mob. It is certainly an anomaly that coolies and riff raff should crowd into a funeral in company with Europeans and the better class of Chinese. At last Friday's funeral (Continued on next column).

CHANCERY WARD'S WEDDING.

NAVAL OFFICER BRIDEGROOM.

Five little bridesmaids in sleeveless frocks and a tiny boy dressed as Nelson, with sword, epaulettes and cocked hat, were picturesque figures at the wedding of Miss Honor Cecil Paget, niece of Lord Queensborough, to Lieut. Comdr. Vivian, Russell Salvin Bowlby, R.N.

There were two ceremonies, one in the morning at Hampstead Register Office and the other at the Savoy Chapel in the afternoon. Both were kept secret.

Miss Paget who is 20, is a ward in Chancery. She is the daughter of the late Admiral Sir Alfred Wyndham Paget, and lost both parents when she was 11. She had to get the permission of the court to marry.

At the afternoon ceremony the bridegroom wore naval uniform, and his best man, Lieut. Comdr. E. W. Bilyard-Leake, was also in full naval uniform. The officiating clergyman was the chaplain of H.M.S. *Courageous*, in which the bridegroom is serving.

Miss Paget arrived first for the register office ceremony. Finding that the bridegroom had not arrived, she went for a short motor drive, and on her return had to dash through a crowd.

Afterwards the bride drove away in one car and the bridegroom followed her in another.

The Hon. Sir Shon San Chow, the Hon. Dr. R. H. Kotewall, Sir Robert Ho Tung and Mr. A. E. Wood had to rub shoulders with barefooted coolies and were jostled by them, being unable to enter the pavilion where the "Last meeting place" rites were conducted owing to the masses of humanity who swarmed round the gate.

The Police had some difficulty in dispersing the mob, who entered the pavilion, bowed three times before the coffin and left by another gate, with the envelope containing the much coveted dollar. Not satisfied with that, many tried to re-enter by the side gate to go through the ceremony again and come out once more through that gate where the money was distributed.

HONG KONG
COLLAPSE.

SHANGHAI WIN BY 120.

FINE BOWLING FIGURES.

Faced with the extremely heavy task of making 223 to win Hong Kong crumpled badly, although Hayward and Fincher gave the side an extremely good start, putting on 48 before Hayward was bowled by Milsome for a useful 21. Then came a collapse, Milsome taking Quick's wicket when the half century was hoisted and Reynolds before another run was scored. Hancock, Musson and Ramsey also failed and though Owen Hughes made a stubborn effort half the side was out for 74, and the 6th and 7th wicket went at 88.

Sayer and Owen Hughes then managed to raise the score to 102, at which total the three remaining wickets fell, leaving Shanghai the winners by 120 runs. The end came at 2.20.

The downfall of Hong Kong was due to Lieut. Milsome and Sergt. Freshwater, aided by Barnes' fine work behind the stumps. The rot set in after the dismissal of Quick.

Milsome, who bowled for Gloucestershire for two seasons, was swinging them a lot in the high wind, while he was helped by a slightly crumbling pitch.

Score:—

Shanghai—1st Innings.

M. J. Divecha, c Jex, b Musson	5
D. W. Leach, c and b Erskine	15
Lieut. Milsome, c Jex, b Reynolds	1
L. F. Stokes, l.b.w., b Musson	37
Capt. E. L. M. Barrett, c Jex, b Erskine	25
J. A. Quayle, c Hancock, b Erskine	11
W. Palmer, c Jex, b Erskine	2
Dr. W. E. O'Hara, not out	10
Sergt. Freshwater, c Hancock, b Musson	7
J. A. Isaacs, c Hayward, b Musson	0
E. G. Barnes, run out	0
Extras	7
Total	129

Fall of Wickets: 1/20, 2/20, 3/30, 4/71, 5/75, 6/85, 7/100, 8/113, 9/121, 10/129.

BOWLING ANALYSIS.

Erskine	22	8	35	4
Musson	19	5	42	4
Reynolds	7	2	32	1
Quick	9	1	23	0

Hong Kong—1st Innings.

A. W. Hayward, c and b O'Hara	42
C. E. Fincher, b Isaacs	8
Rev. E. K. Quick, l.b.w., b O'Hara	4
Capt. A. N. Reynolds, c Freshwater, b Isaacs	6
Musson, c and b Leach	8
Owen Hughes, c Palmer, b O'Hara	11
Ramsay, b Leach	6
Hancock, b Isaacs	32
Sayer, b Isaacs	7
Erskine, c Divecha, b Leach	46
Jex, not out	2
Extras	14
Total	156

Fall of Wickets: 1/25, 2/35, 3/47, 4/71, 5/75, 6/84, 7/94, 8/108, 9/175, 10/186.

BOWLING ANALYSIS.

Isaacs	31	9	64	4
Freshwater	13	4	16	0
O'Hara	30	17	41	3
Leach	22	13	61	3

Shanghai—2nd Innings.

Lieut. Milsome, b Reynolds	10
M. J. Divecha, run out	7
L. F. Stokes, b Reynolds	3
D. W. Leach, c Musson, b Erskine	80
J. A. Quayle, b Erskine	24
Capt. E. L. M. Barrett, b Quick	20
Dr. W. E. O'Hara, c Hancock, b Musson	66
W. Palmer, b Erskine	0
Sergt. Freshwater, c Hayward, b Erskine	11
E. G. Barnes, not out	1
J. A. Isaacs, c Hayward, b Erskine	0
Extras	13
Total	279

Fall of Wickets: 1/10, 2/35, 3/30, 4/72, 5/129, 6/243, 7/248, 8/263, 9/275, 10/275.

BOWLING ANALYSIS.

Erskine	27	3	87	5
Musson	22	1	77	1
Reynolds	15	3	35	2
Quick	15	3	27	1
Owen Hughes	5	0	25	0

Hong Kong—2nd Innings.

Hayward, b Milsome	21
Fincher, b O'Hara	30
Quick, c Freshwater, b Milsome	1
Reynolds, b Barnes, b Milsome	0
Some	0

(Continued on next column).

GOLF NOTES.

[By R.H.H.]

The respective merits of the open and the shut face from the tee are questions which will always raise discussion when golfers are gathered together. The open face certainly leads to safety, but if all goes well, the shut face puts one well on the way and ahead of the best. Yet, *mutatis mutandis*, an open face puts one well on the way, with a head of the worst. *Dulce est desipere in loco*, but Horace was not a golfer, and it is wiser not even to have one on the train.

WEST INDIES TOUR.

CONSTANTINE'S FINE BOWLING.

LIGHT BLUES DEFEATED.

[THROUGH REUTER'S AGENCY.]

LONDON, May 29th.

Thanks mainly to the bowling of Constantine, who in the match took 10 wickets for 80, the West Indies had an easy victory over Cambridge University by 9 wickets.

Cambridge University 141 (Constantine 5 for 35) and 155 (Constantine 5 for 51).

West Indies 287 (Fernandes 73) and 40 for 1 wicket.

LAWN TENNIS.

MEN'S DOUBLES WINNERS.

SUCCESS OF BOROTRA AND BRUGNON.

[THROUGH REUTER'S AGENCY.]

PARIS, May 28th.

In the final of the Men's Doubles Championship in the French Hard-court tournament at Autueil, Borotra and Brugnon defeated Cochet and De Buzet after a hard struggle by three sets to two, 6-4, 3-6, 6-2, 3-6, 6-4.

DAVIS CUP.

[REUTER'S AMERICAN SERVICE.]

MONTREAL, May 29th.

Japan has eliminated Canada by winning the first three matches. Japan now meets the United States in the final of the American Zone.

CHANNEL SWIMMER'S ESCAPE.

ATTEMPT TO PADDLE TO FRANCE ENDS IN THE WATER.

SOUTHERN.

Mr. Norman Leslie Derham, of Southend, who swam the Channel in 1926 from France to England and is to make an attempt to do so from the English coast, set out from Westcliff to paddle across in a canoe he has constructed. It is 11ft. long and 2ft. wide, but when only half-a-mile beyond Southend Pier his craft capsized and he was thrown into the water.

It was some time before his plight was noticed, and he had a bad time in the icy cold water. A watchman from one of the ships which are lying off the pier saw his condition, and a small boat went to his assistance. Mr. Derham was taken to a bunk in a steamer for attention and rest.

Mr. Derham's craft has a sail, but he relies mainly on paddles, the handles of which are made of broomsticks.

Hancock, c Stokes, b Freshwater	0
Musson, c Barnes, b Milsome	1
Ramsay, c Barnes, b Freshwater	2
Owen Hughes, c Stokes, b Milsome	27
Sayer, c Divecha, b Freshwater	6
Erskine, b Freshwater	0
Jex, not out	0
Extras	14
Total	102

Fall of Wickets: 1/48, 2/50, 3/50, 4/54, 5/75, 6/88, 7/88, 8/102, 9/102, 10/102.

BOWLING ANALYSIS.

Isaacs	10	5	19	0
Freshwater	14	3	20	4
Milsome	16	3	28	5
O'Hara	12	7	11	1

(Continued on next column).

SIR LEO MONEY'S ACQUITTAL.

PARENTS' KISSES FOR GIRL.

The charge against Sir Leo Chiozza Money, the ex-M.P., of improper conduct in Hyde Park with Miss Irene Savage, aged 21, a wireless valve inspector, collapsed at Marlborough-street Police Court yesterday, says the *Daily Mail* of May 28th.

After Sir Leo had given an emphatic denial of the uncorroborated allegations of two police constables, Mr. Cancellor, the magistrate, stopped the case.

He said that he had heard enough to reach the conclusion that Sir Leo and Miss Savage were not guilty and that there was nothing to be gained by exposing Miss Savage to the ordeal of the witness-box.

There was a remarkable scene when the decision was announced. Miss Savage's father rushed to the dock and carried his daughter to the floor of the court. He caressed and kissed her, and Mrs. Savage, who was in tears, also ran and kissed her daughter.

The friends of Sir Leo and Miss Savage crowded round and showered upon them congratulations which will be echoed by the public.

Lady Money was in court during the hearing of the case.

MISS SAVAGE'S STORY.

"I THOUGHT THE POLICE-MEN WERE ROBBERS."

When a *Daily Mail* reporter visited Miss Savage in her home at New Southgate, N., where she lives with her father, mother, and two brothers, last evening, he found her with her fiancé.

Miss Savage, who is a merry girl with fair hair, gave the following account of her ordeal:

When those men came up to us in Hyde Park I thought they were robbers, and I was going to call out for the police. I thought they were going to take us to some quiet spot and try to blackmail us.

Even when we went into the police station I did not quite understand what had happened. It was not till we were at the police court the next day that the seriousness of the situation began to dawn on me.

I thought I should just have to stand up and say I did not do it and go away, and that would be all.

It is the first time I have been in Hyde Park for years, and I could not say which part of the park we were sitting in. I don't think I shall go there again for a long time.

Lady Money was perfectly sweet to me the whole time, and was her daughter. To-day, after the case was dismissed, she congratulated me and asked me to have tea with her. I rushed off, however, to my fiancé's place of business to tell him what had happened. He has been splendid about it, and never doubted me for a moment.

Miss Savage's fiancé said: "I had absolute faith in her, and I told her that whatever the verdict was I would stick to her."

NEW SAFEGUARD.

MAGISTRATE'S PLAN TO STOP UNJUSTIFIED ARRESTS.

Mr. Cancellor, the Marlborough-street magistrate, in dismissing the case suggested a new form of procedure in such cases. He said:

It is not usual in these cases to say much more than that the magistrate dismisses the charge, but there are one or two things I think I ought to say at the end of this case, particularly with regard to matters of procedure.

"In cases of this sort, though the police cannot usually get corroborative evidence, they ought to take every possible opportunity open to them to do so. In this case, in my opinion, there was an opportunity, and that opportunity ought to have been grasped. The explanation the officer gives for not having taken it does not satisfy me in any way."

Report To Chiefs.

"Secondly, I would say that there are cases of this sort which are brought to Hyde Park Police Station and other police stations in which defendants assert their innocence most positively when giving their names and addresses to police officers in charge of the stations should send their reports forthwith to headquarters, to be considered so that the Commissioner may, if he thinks fit, proceed by summons instead of people being charged straight away and taken to the police court next morning."

"If that had been done in this case I think that the case would never have been brought, and a great deal of pain would have been spared the defendants."

(Continued on next column).

SEXAGENARIAN AMATEUR.

LORD BIRKENHEAD AND MR. BALDWIN.

WRITING FOR THE PRESS.

The Prime Minister, Mr. Baldwin, in an amusing speech at a luncheon given by the Institute of Journalists to Viscount Birkenhead, a former president, at the Savoy Hotel, Strand, said:—

I am a sexagenarian. My colleagues are popular and in request. I have never yet had a single offer of any kind to make any contribution on any subject to the Press.

I am not of a jealous nature. Sometimes—and I am not referring to Lord Birkenhead—when I read what has been solicited and rewarded by what seems to me a remuneration of full value, I cannot help feeling that if I tried, and my friends were patient with me, I might produce what might be worth, if not a penny a line, at least a penny a mile.

I could write quite an interesting history of the fall of the Coalition, and, as other people have given their views about me, I might have some views about others.

I cannot tell whether they have any money value. I am but a simple amateur; but I beg you to think over this because, after all, when I retire and take to some other form of work, I should like to feel that at any rate there is one kind-hearted ass, who, out of pity or whatever motive there might have been, did once make me one offer to see my name with my own stuff over it, and I lay stress on that. (Laughter.)

No Invitation.

Lord Birkenhead, speaking later, said: "Those who have undergone a long apprenticeship to journalism as Lord Birkenhead and I have done (laughter)—do not invite, and propose by every legitimate means in our power to resist, the inclusion of sexagenarian amateurs."

Mr. Baldwin, in Parliament when questioned about the journalistic activities of Lord Birkenhead and Mr. Churchill, said that Lord Birkenhead had been guilty of an "error of judgment" in writing while a Minister a recent article on "Women in Politics" for *Good Housekeeping*.

WHOLE TOWN FOR A FILM.

BELGIAN TROOPS TO ACT FOR A BRITISH PRODUCER.

The whole town of Diest, in Belgium has been placed at the disposal of George Banfield for the making of the exterior in "The Burgomaster" of Stiemoede, in which Sir John Martin-Harvey will play the leading part.

Large numbers of Belgian troops will take part in the war scenes.

Baroness Fern André, Robert Andrews, Charles V. France, and Wilfred Shinn are in the cast of "The Burgomaster."

British Filmcraft are to make two feature films for Famous-Lasky in October and November.

British International Pictures have bought the film rights of "The Sentimentalist" by Dale Collins, in which a brutal captain, engaged in gun-running, and a baby whom he discovers in a runaway boat, play two of the leading roles.

GIRL'S COURAGE.

SIR LEO MONEY ON HIS ORDEAL.

Sir Leo Money said to a *Daily Mail* reporter last night:

I heartily agree with the magistrate's suggestion that such cases should be submitted to police headquarters before any charge is lodged, so that the Police Commissioner may have an opportunity to proceed by summons if he thinks fit.

The cruelty of the present system is illustrated by my case. Miss Savage and I were compelled to enter the dock this morning after the alleged occurrence without any opportunity to prepare a defence, so that all the newspapers of the country found themselves provided with a new item which made horrible charges and without any expression of our defence.

Under this cruel imputation this innocent girl had to remain for a week and a day. That must be altered.

Incidentally, the case has afforded an example of the courage and fortitude of a good woman. Miss Savage, pursued her business unfalteringly and excited the admiration of all who came into contact with her by her confidence and pluck.

To prevent anyone else from passing through the ordeal just experienced by Miss Savage and myself I would suggest that alterations should be made in the methods of patrolling Hyde Park. It certainly should be better lighted, and I believe that the chances of wrongful arrest would be smaller if uniformed park-keepers were substituted for the plain-clothes policeman.

LADY OXFORD'S FIRST NOVEL.

A HUNTING FIELD ROMANCE.

ART OF LOVE-MAKING.

A notable first novel by Lady Oxford, written when she is more than 60 years of age, has been published by Cassells. It is called "Octavia," from the name of the heroine, and the scene for the most part is laid in a hunting centre in the English Midlands.

The hunting scenes are memorable—vivid, stirring, and enthusiastic. The book is full of wit and of brilliant description, and the dialogue is succinctly packed with thought and argument.

Octavia, when the story opens, is a girl of 17—emotional, romantic, immensely interested in life, books, people and herself. Her sheltered home is in the Scottish Border country, and from this she escapes, to her great joy. Through Robin Compton, just twice her age and in love with her in his indolent way, she receives an invitation to the Brabonzons at Harbington, and the promise of all the hunting she can wish for.

Her host is dull and stolid, his wife a heartless and calculating flirt. But Octavia finds in riding, in the creation of a new waistcoat, the alteration of the lapel, or the rearrangement of the buttons.

Socialism And Music.

She takes the brook with ease, and later in the day clears a high gate into a road, earning the unstinted admiration of a large man who has watched the feat. She is 15 miles from home, her horse is tired, and he persuades her to go to his house close by for tea. Here she meets his nephew, Greville Polham, a young man whose heart is in music and Socialism, and here she is detained for the night by a dense fog.

Some days later when she takes a fall and is laid up, she experiences her first dissatisfaction with the little world which she has entered. A single passion absorbs it: The hunting world, she reflected, was all right when you were fit and well, but strangely indifferent to those who fell out of its ranks.

Riding all day made you too stupid to talk about anything; too restless to read and too tired to write. All you could hope for was to be able to sleep; and though sleep might allow your temper to be never improve your wits.

Love And Its Effect.

Greville had given no sign that she attracted him—none of the men she knew appealed to her as a husband.

In books she had read of men of temperament, intellect, and character who would have made her supremely happy. Why could she not meet them in real life? Was she to give all that she had in herself to a man to make him rich? Was she to do all the work—to give, to feel, and to suggest?

Robin at length proposes to her, and the fox-hunting son of wise and witty Lady Coventry asks through his mother for her hand. The old lady delivers a disquisition on love.

Love has different effects upon different men. It makes some confident, others embarrassed; and few men are at their best when they're in love. With women it's different. With them love-making is an art which men can never learn, and those who learn it are rotters.

I married a very dull man, but I was always in love with the wrong ones. I can assure you I was not only grateful but happy. Disreputable society is empty and tiring; and pretty women slide into it with astonishing ease. . . . Lively men are often silly, and serious ones are always heavy.

Marriage And Separation.

She leaves Harbington and in London meets Greville by chance in St. Paul's. At her hotel he declares his love for her, and believing that she returns it she allows him to announce their engagement.

They are married, but on the honeymoon Greville falls ill with influenza and insists on her leaving him. Marriage has not changed Octavia; she cannot feel love which has not come to her suddenly, tempestuously, and she and Greville drift apart until the final scene of reconciliation, which is told with great tenderness.

Epigrams.

This most vital and crowded novel will be widely read. Here are some epigrams:

A spinster's surprise is never benevolent.

I always try to live up to my income even if I have to borrow money to do it.

Nothing separates one human being from another more than their inner attitude towards life.

People who aren't interested in themselves are as dull as ditch-water.

I think the best way of not being disappointed is to expect a great deal of yourself and not too much from other people.

MEN'S SUMMER FASHIONS.

BACK TO WHITE COLLARS.

SINGLE-BREADED COATS.

In view of a current controversy the following article on correct attire for men should be of value and interest:—

Englishmen have the art of wearing clothes with a casual assurance which is the envy of the world; they do not give undue consideration to the question of their appearance, yet have that inborn knack of selecting the right garment for the right moment and choosing colours that are suited to the ensemble.

This characteristic has earned and retained for them the reputation of leading the men's wear world. Moreover, they consider simplicity and unobtrusive elegance should be the keynote of their attire; hence it is through their quiet good taste they can always be picked out in a cosmopolitan crowd.

In accordance with this attitude, there are never any extreme innovations in men's clothes, the utmost being a modification of the silhouette, produced by such details as the lengthening of the jacket, the creation of a new waistcoat, the alteration of the lapel, or the rearrangement of the buttons.

Powder Blues And Greys.

Then what will be worn during the coming months? Undoubtedly the single-breasted lounge jacket will be more in evidence than the double-breasted, which was first favourite last season, but it will be longer and easier across the shoulders, with a higher waistline, and fitting closely around the hips. The double-breasted lapels will be more pointed and have a straight edge.

As to suitings the man who wishes to be well dressed or follow fashion will order most patterned cashmere, plain or covered worsteds, and chevrons—those materials which wear longer than any other, and for which English manufacturers are famous.

Blues of the powder, dusted, and grey tones will be worn by at least 50 per cent. of the men we meet. Next will come greys and clean black and whites, but browns and tans will be relegated to the country for wear only in plus four and rough tweed suits. These and the lighter tones, biscuit, cinnamon, oatmeal, and beige, are ideal; they always look well and never go out of fashion. Furthermore, they are suitable for either golf or shooting wear, while the jacket can sometimes be worn with the silver grey flannel trousers to form an ensemble now very popular with Oxford men.

The best jacket is one that is loose and easy, with plenty of arm room. Any gadgets such as pleats, belts, and tucks are out of fashion; for the sports jacket of to-day is modelled on similar lines to the lounge jacket, except that it has only two buttons on the front and, as I have already emphasised, is much more easy fitting. This last is also essential to allow for a pullover or woolly to be worn underneath in colder weather.

On the subject of plus fours I would utter a word of warning. Do not copy the plus sixes and plus eights which certain young "knuts" are wearing, for they will go the way of the Oxford bags. They are too extreme, and after all a plus-four suit, if ordered from a hard-wearing tweed, should last three or four seasons. On the other hand, be careful that if you are tall your plus fours are loose and easy; do not wear anything skimpy or your proportions will appear grotesque.

Earlier I talked of smart lounge suits; what of the accompanying furnishings? We have had the phase of the coloured shirt and collar to match. To-day the coloured collar, stiff or soft, is being replaced by the white starched double kind. It is infinitely more businesslike, while the so-called soft collar is also being smartened, inasmuch as we are copying the shape which the Prince of Wales has made world famous—the soft double collar made with tabs of the same material and having little slots in front which carry tiny pieces of celluloid to keep the collar in shape.

White and self-coloured grounds are best for every-day wear; the latter if chosen in the pale shades of tan, blue, grey, or biscuit, or white grounds carrying multi-coloured stripes, are the fancy of the moment, but be careful that if your suit or shirt has much pattern your necktie forms a contrast—in other words, is in a self-colour.

(Continued on next column).

EMBRACERY.

IRISH WOM

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VALUE
FOR
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THE HONG KONG DAILY PRESS, WEDNESDAY, MAY 30th, 1928.

MOTORING NOTES

A Weekly Review dealing with Matters of Interest to all Local Motorists.

Motor Notes—Kowloon Motor-cycle Club—Studebaker Triumphs—Stock Car Travels 3,198 Miles—
Make Your Car Comfortable—The Motor-Cycle Trade—Ethyl.

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ROADSTER ... H.K. 1,720.00
COACH ... H.K. 1,850.00
SEDAN ... H.K. 1,950.00
C. COUPE ... H.K. 1,860.00

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MOTOR NOTES.

CARS ON DIRT-TRACKS.

Dirt-track racing for motorcycles has taken the public by storm, and already folk are asking how long it will be before cars participate in this exciting form of sport. Unfortunately, says *The Light Car and Cyclecar*, there are few of these dirt tracks really suitable for even the smallest cars at present, but if the boom continues developments in the direction indicated are not improbable. It is suggested that the authorities should consider the possibilities of Brooklands for dirt-track racing; there is a good deal of room in the members' enclosure, but the snag is that the ground is so boggy. At least one of the dirt-tracks on the outskirts of London may shortly be the scene of thrilling small car races, and this is a development which sporting motorists will watch with interest.

THE NEW WHIPPET SIX.

The New Whippet Six, the lowest priced six cylinder car in the world, is the latest achievement of the Willys-Overland Company of Toledo, Ohio, U.S.A. The car is equipped with a highly developed power plant, featuring for the first time in the history of low priced sixes a seven bearing crankshaft.

The Whippet Six Coach is marked by unusual roominess in the interior, easily accommodating five passengers. The new line of sixes is presented in smart colour combinations and the upholstery blends perfectly with body colours.

SIDE-SCREEN DEFICIENCIES.

"One still looks more or less in vain for touring cars with side-screens of a really practical and convenient type. It appears that the recent big jump in the popularity of all-enclosed cars has directed interest away from all-weather equipment to its very considerable detriment."

This strikes me as being very unfortunate, says a writer in *The Light Car and Cyclecar*, because there are still thousands of people who, on account of their fear of broken glass, or because they like an open car in the summer, prefer tourists to saloons, and yet can gratify their preference only by putting up with the inconvenience of hoods which are hard to raise and lower and side-screens which are far from convenient. There is still a big business to be done in touring cars, and really first-class side-screens would provide a very potent sales argument.

RIDING THROUGH PLATE GLASS.

Over 2,000 spectators at the Queen's Grounds, Barnsley, were thrilled at a recent gymnastic stunt performed by a young local rider, who rode a motorcycle at 40 m.p.h. through a large sheet of glass which had been fixed in the centre of the course. He crashed through the glass without injury, the fragments of the pane being picked up some fifty yards away. The feat, says *Motor Cycling*, had not been previously witnessed in Yorkshire, and was the first occasion on which the rider had performed the stunt.

KOWLOON MOTOR-CYCLE CLUB.

TO MEET ON SATURDAY.

The proposed trip to Castle Peak to discuss the possibilities of a motor-cycle club in Kowloon, had to be abandoned on account of the weather. However several enthusiasts decided to meet the next day and after a very enjoyable afternoon at Castle Peak it was decided to call another expedition for next Saturday. Those wishing to join are, once again, asked to meet at the "Star Ferry" Wharf, Kowloon, at 3 p.m. sharp.

BETTER BRAKES ON MOTOR-CYCLES.

Not long ago I made a practice of howling about our rotten brakes at every opportunity that arose, writes "Carbon" in *Motor Cycling*. Others joined me, and to-day the brakes of motorcycles are, in my view, far and away better than those of cars.

Our modern brakes are really first rate, and this applies not only to exclusive, super-high-grade, costly models, but to practically every machine that is made. An excellent illustration is afforded by the machine which I have now been using for some months. This lusty young fellow has covered about seven thousand miles, the brakes have been adjusted only three times and they pull up the machine as smoothly and surely as running into a mountain of cotton-wool.

STUDEBAKER TRIUMPHS.

FREEMANTLE TO BRISBANE.

48 AUSTRALIAN RECORDS.

It was on April 4th in Australia, that Norman Smith, motor editor of *The Sydney Sunday Times*, shattered all Australian west to east transcontinental records driving a strictly stock model Studebaker Commander Roadster.

Smith drove the Commander from Freemantle to Brisbane—3,711 miles across Australia—in 147 hours and 32 minutes. He not only broke three previous Australian records in the cross country run, but established four new marks.

Studebaker now holds 48 Australian speed and endurance records for automobiles regardless of power or price. The transcontinental record was made in spite of losing approximately 36 hours due to rain and impassable roads.

The run started from Freemantle, West Australia, and extended eastward along the coast to Adelaide, South Australia; south to Melbourne, Victoria, and then north along the eastern coast through Sydney to Brisbane. The first mark fell at Adelaide, when Smith and the Studebaker Commander covered the 1,800 miles between Freemantle and Adelaide in 64 hours and 33 minutes, lowering the previous record between these points by 5 hours and 33 minutes. At Melbourne, the Freemantle-Melbourne record was lowered by 15 hours and 20 minutes. The Commander completing this 2,453-mile leg of the run in 82 hours and 55 minutes.

After travelling 3,106 miles in 106 hours and 43 minutes, Smith and the mud covered Studebaker rolled into Sydney with still another record—breaking the best previous Freemantle-Sydney mark by 12 hours and 22 minutes. At Brisbane, the Commander had covered 3,711 miles in 147 hours and 32 minutes, thereby setting a new west to east transcontinental record for Australia.

Other marks which fell before the onslaught were Adelaide to Sydney, 1,181 miles, covered by The Commander in 41 hours and 13 minutes; Adelaide to Brisbane, 1,834 miles, 52 hours and 2 minutes; and Melbourne to Brisbane, 1,325 miles, 62 hours and 37 minutes.

The new transcontinental marks are the second series of triumphs for Smith and The Studebaker Commander in Australia, in less than a month. On March 15th at Lake Perkolilli, West Australia, he drove a Commander Roadster 1,701 miles in 24 hours, an average speed of 70.8 m.p.h., to break all Australian speed and endurance marks for 24 hours and lower all records for 100 to 1,700 miles. The run was made under observation of the West Australian Royal Automobile Club.

In the United States, The Commander distinguished itself as the world's champion car when it travelled 25,000 miles in less than 23,000 minutes. Nothing else ever travelled so far so fast. During the last three months of 1927, strictly stock model Commanders set 50 new records for endurance and speed.

THE MOTOR-CYCLE TRADE.

WHAT DOUGLAS MOTORS HAVE DONE.

Speaking at a dinner held in Bristol to celebrate the "Coming of Age" of the well known firm of Douglas Motors, Major Watling, Director of the British Cycle & Motor Cycle Manufacturers' & Traders' Union mentioned that 1927 constituted a record year in the history of the motor cycle export trade. Over 52,000 machines were exported which is more than the total production of the U.S.A. and nearly equal to that of Germany and France. The British motor-cycle has found its way into every country in the world, and last year's export figures showed particulars of shipments to no less than 55 markets.

Douglas machines have done much to build up this export trade and have a wonderful list of successes to their credit in trials and races all over the world. Quite recently, for instance, Gus Clifton riding a 250 c.c. side valve machine

(Continued on next column.)

TROLLEY BUSES IN ENGLAND.

THE NEW SCAMMELL EIGHT WHEELER.

An ever increasing number of towns in Britain are superseding their tramway systems by the adoption of electric trolley buses.

One of the leading makers, Ransomes, Sims & Jefferies have built a number of these buses for Overseas, including the Corporation of Bloemfontein, but their latest production is a 8-wheeler with double-deck and a fleet of these have been supplied to the Maidstone Corporation.

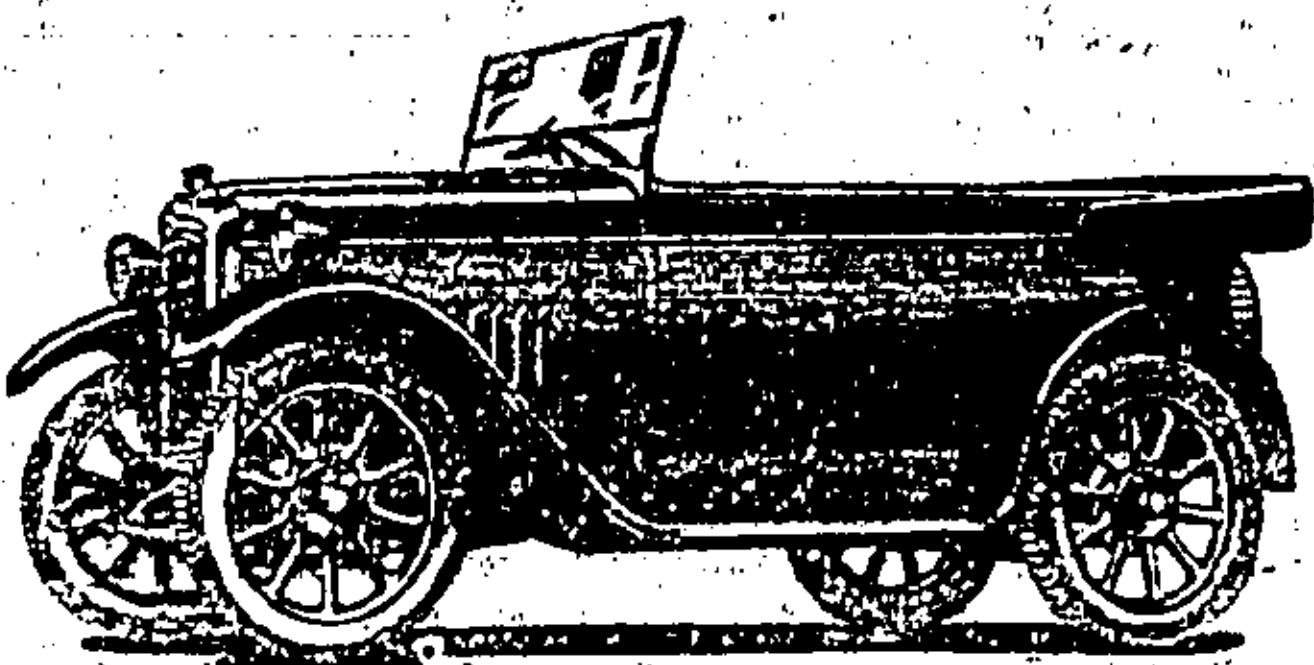
One of the most interesting multi-wheeled vehicles is the new Scammell eight-wheeler which, in the few months that it has been on the market has become so popular that it now forms the bulk of the makers' output. The new vehicle, is carrying loads of from 15 to 18 tons at a higher speed than the Scammell six-wheeler carrying a load of 12 tons, and at a petrol consumption which is actually less. Indeed, long distance road tests have given consistent figures of 132 ton miles per gallon, which is believed to constitute a record in the history of the internal combustion engine commercial vehicle.

The new eight-wheeler system has been applied to the Scammell 'Frameless' tank wagons, some of which are carrying loads up to 3,200 gallons, while the same principle is also used in the special 25-ton machinery carrier.

Lowered the Melbourne-Sydney record of the 350 c.c. and 600 c.c. classes by 14 minutes. His time, classes by 14 minutes. His time, was 18 hours 17 minutes for a distance of 565 miles. The machine was afterwards checked and measured by the A.C.U. officials and stood the test excellently, finishing in perfect condition.

Everyone can now
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TRIUMPH
Super
Seven.



Its many super features ensured that this great new Triumph Super Seven was immediately the Success of the Season on its first appearance at Home. Super economy in first cost and up-keep, super safety due to the low centre of

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[A.P.R.]



NEW STUDEBAKER President Eight

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"Marvelous!"... you will say when you first ride in Studebaker's new President Eight. 131-inch wheelbase, hydraulic shock absorbers, balloon tyres and deep upholstery ensure greater riding ease, 100 horsepower 8-cylinder engine permits 80 miles per hour.

"Unbelievable!"... you will say when you learn the low price of Studebaker's New President Eight—less than half the price of any other car of equal rated power! Studebaker's enormous buying and manufacturing facilities, rigid quality standards and precision manufacturing save you money in the new President Eight.

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MOTORING NOTES (CONTD.)

MAKE YOUR CAR COMFORTABLE.

RECENT IMPROVEMENTS.
FLEXIBLE STEERING WHEEL
AND PNEUMATIC
UPHOLSTERY.

[BY JOHN PRIOLEAU.]

An article I wrote on the things I believe to be absolute necessities in a modern car has brought me a good deal of comment from readers. One or two of them take exception to my demand for steering-wheel lighting switches, and also to the hand-controlled radiator shutters on which I insisted.

It is, I suppose, the old story of personal taste, but I am convinced that anybody who has ever driven a car fitted with, at any rate, the headlights controlled from the wheel, would never willingly have the switches anywhere else. As my critics say, it is not a very long way to stretch forward to the instrument board in order to switch on. I quite agree, but it seems to me fairly obvious that anything which removes the necessity for taking your hand off the wheel, especially at night, must be an advantage and not a disadvantage. The question of cost can hardly enter into it at all, as I showed by quoting a really low-priced car which has this as a standard fitting.

As regards the hand-controlled radiator shutters in conjunction with the thermometer, I agree that this may perhaps not be looked upon as necessarily by those who are not interested in getting the best out of their car or in running it at its most economical—very often the same thing. Yet again I can only answer that once you have known what it is to keep the temperature of your cooling water exactly at the point you want it, and noticed the improvement in the running of your engine as compared with it in the ordinary slapdash method, you will never be satisfied without them.

"Pleasant Unnecessaries."

In this connection I should like to emphasize again that it is very important that your thermometer should show the temperature of the water as near the engine as possible and not in the radiator. In some engines there is an immense difference between the two, and if you are going to control temperatures it is as well to do it properly and accurately.

Some of the readers' comments suggest what one of them calls "pleasant unnecessaries." About one of these, a flexible steering wheel, I agree most heartily. I have used one of these wheels now for some three months, and although like most people to whom they are suggested I was at first quite incomprehensibly opposed to using it, it was not more than a few hours before I reached the stage when I wondered how on earth we could have got on without such things all these years.

A good flexible steering wheel insulates the driver's hands, arms, shoulders and back from vibration either of the engine or of the road kind to an incredible degree, and it is no exaggeration to say that it enables him to drive considerably further without fatigue than would be possible with the rigid type. They are not cheap compared with the latter, but they are, in my opinion, absolutely invaluable. They are most especially to be recommended to the owners of very small cars in which the driving seat is cramped. The flexibility is naturally not very great as movement—that is to say, you cannot bend the rim of the wheel very much—out the man who finds difficulty in getting into his driving seat and who is becoming resigned to bumping against the rim of his rigid wheel when using clutch or brake pedal will find his driving pleasure at least doubled.

Another pleasant unnecessary that I have recently discovered is a rubber foundation to the floor mats. In my car there is such a foundation, which consists of a complete set of mats covering the whole width and length of the floor boards, something like half an inch thick, of a very resilient yet firm material of the indurubber order. It is anything but cheap, I believe, although I do not know what the price is, but I think it well worth the money.

Pneumatic Upholstery.

With this set of mats under the ordinary car mats there is no vibration felt in either the back or the front seats. No matter how fast the engine may be running on any gear, not the slightest tremor can be detected by either hand or foot anywhere on the floor. The engine, as it happens, runs with less vibration than most; in fact it runs with none at all, so far as I can see, but experiments on other people's cars with this flooring has convinced me that it is one of the most necessary of the pleasant unnecessaries.

To conclude a list of pleasant unnecessaries I would add pneumatic upholstery. Its place is really much higher up in the list, but (Continued on next column).

STOCK CAR TRAVELS 3,198 MILES.

MR. CANNONBALL BAKER'S GREAT RUN.

ENTHUSIASM FOR FALCON-KNIGHT ENGINE.

Across the American Continent—over two mountain ranges, across the vast central plains, traversing the great Southern Desert—from Washington, D.C., to Los Angeles, California, in three days! Mr. Cannonball Baker by so driving a Falcon-Knight Six Coach, established a new world record for transcontinental travel. This new time cuts 6 hours and 8 minutes from the former record which was held by a 6-cylinder, 90 horsepower car of the very high price class.

Leaving Washington, D.C., at 1.30 a.m., Eastern Standard Time, on Tuesday, March 27th, the route led through the mountains of Pennsylvania where the Falcon-Knight Six encountered terrific head winds and snow, and for some time was running against a sixty-mile gale. The motor showed no signs of faltering on the mountain grades, and in spite of the gale a high speed was maintained, and when checked at Indianapolis where the speedometer showed 375 miles, the time was only 13 hours and 55 minutes, making an average of 41.32 miles per hour.

Continuing over the paved highways of Indiana and Illinois the car sped into St. Louis, Missouri, and across that state to Kansas City, where the total time taken was 23 hours and 55 minutes and the speedometer registered 1,088 miles west of Washington.

Leaving Kansas City, Mr. Baker left the paved highways and sent the speeding Falcon-Knight over the gravel roads of Kansas, completing the 400 miles run to Dodge City, Iowa, in less than 9 hours.

The Falcon-Knight sped into Albuquerque, New Mexico, at 11.50 p.m. on March 28th, covering the 2,123 miles from Washington in about 48 hours. In this portion of its gruelling grind the Falcon-Knight took the steep grades of the mountain easily, plowing through heavy snow at high altitude.

The car sped on across New Mexico with its engine functioning as perfectly as it did every inch of the way. The car slipped noiselessly into Needles, California, at 3.30 p.m. on March 29th, after negotiating the steep grades of the southern Coastal mountain range.

The Last Dash.

From Needles, the last dash of the long journey brought car and driver to the goal at Los Angeles. With the Falcon-Knight double-sleeve engine still delivering its maximum horsepower despite the sustained speed that had been maintained hour after hour for three consecutive days and nights from Washington, there was no let-up on this final dash.

At 12.17 a.m. the Falcon-Knight glided into the city limits of Los Angeles where it was met by a Western Union official to verify the exact time of arrival. The speedometer registered 3,198 miles from Washington.

First Experience With Knight Engine.

Mr. Baker was enthusiastic as he arrived at the finish line, and said: "The performance of the Falcon-Knight Six in this terrific grind was one of the most remarkable I have ever seen. I have made many records on race tracks and in cross country travel, but I believe this is one of my best achievements and I attribute it to the power and stamina of the Falcon-Knight double-sleeve motor and its ability to maintain a high rate of speed day after day. Throughout the entire trip the only stop that was made for any kind of repair was near Dodge City where we had a punctured tyre. This is my first experience with a Knight engine, and I can safely say that if the new world record set by Falcon-Knight is ever broken it will be by a car using the same type of power plant."

At the end of the transcontinental speed test the Falcon-Knight Six was carefully inspected and declared as perfect as when it started the long grind out of the national capital scarcely three days before.

Some people may not attach the same importance to it as I do myself. There is, to my mind, no comparison whatever between the comfort of long drives seated on air and seated on horse-hair-and-springs, or whatever it is the orthodox cushion is made of. There is nothing such in it, perhaps, in short and slow trips, but as soon as you set your car's nose for the blue sky to speak, knowing that you have to keep up a decent average for several hours a day, you will be very wise to have those tightly inflated cushions in place of the ordinary kind.

I put pneumatic upholstery, the flexible steering-wheel and rubber-covered floor-boards among the best things that have been invented for the comfort of the motorist since cars were first pushed out on to the road.

OYSTERS IN COURT.

JUDGE'S "TAKE THEM AWAY; THEY'RE TOO TEMPTING."

Oysters caught off Brittany were shown to Mr. Justice Rowlatt during the hearing of the action concerning the sale and resale of more than 9,000,000 oysters by a Fal-mouth oyster company, the Westward Fisheries and Transport Co., Ltd., and the Shell Fisheries of Peruani, to the Seasalter and Ham Oyster Fisheries Co., Ltd., of the Harbour, Whitstable.

The oysters were placed on the bench by the side of the judge, who examined them. At the end of his inspection he said, "Take them away. They are too tempting to be left there."

The usher removed them.

Mr. F. Schiller, K.C., then produced another box, which, he said, showed that the oyster was a most catholic fish, making its home in anything from a broken electric lamp to an old clay pipe. One of the oysters in the box, said counsel, had settled on a skate's egg.

"A skate's egg!" exclaimed the judge, examining the egg. "I always thought those were pods of some sort of seaweed."

Mr. Justice Rowlatt, giving judgment, held that the defendants had discharged the onus placed upon them by the agreement with the plaintiffs, and the claim therefore failed.

On the counterclaim the White-table company, the judge found, were entitled to recover £2,550, advanced to the plaintiffs to enable them to carry on their business.

Judgment was entered accordingly with costs.

MR. WODEHOUSE'S FILM DEAL.

£7,500 FOR "JEEVES" AND "PSMITH."

Mr. P. G. Wodehouse, the humorous writer, is to be paid £7,500 by a British film company for the right to select from his stories of "Jeeves" and "Psmith" material for the making of two pictures.

Introduced in "The Inimitable Jeeves," which was published five years ago, Jeeves, a prince of butlers and a marvel of resource, on behalf of his employer, a gilded young "man about town," instantly became famous. Psmith is another humorous character whose

doings are well known to hosts of Mr. Wodehouse's readers.

Mr. Wodehouse, who is staying at Droiswich, Worcestershire, told a Daily Mail reporter that he has also sold the film rights of his story "Sam the Sudden." He said:

"The biggest sum I have previously been paid for film rights is £1,000 for 'The Small Bachelor.' I am now thinking out more plots for Jeeves while I lie in a brine bath. I can generally get ideas in this way. Afterwards I go for long, slow rides on a push-bicycle and elaborate them as I go."

I am able to work best when my wife is with me. We go over plots together, and when I have finished a story she reads it and gives me her advice. She helps me a lot.

U.S. AND FREEDOM OF THE SEAS.

Adelaide, South Australia. Professor Russell, Dean of the Faculty of Education at Columbia University, New York, who was entertained by the League of Nations Union here, expressed surprise at his invitation in consequence of the refusal of the United States to join the League.

Personally, he regarded the United States' adoption of the huge navy proposals as pure bluff, and did not believe that the ships would ever be built.

He thought the authorities real reason was a desire to force the hands of the British Government so as to compel some understanding respecting the freedom of the seas.

In the Light Car Class

Only the Whippet

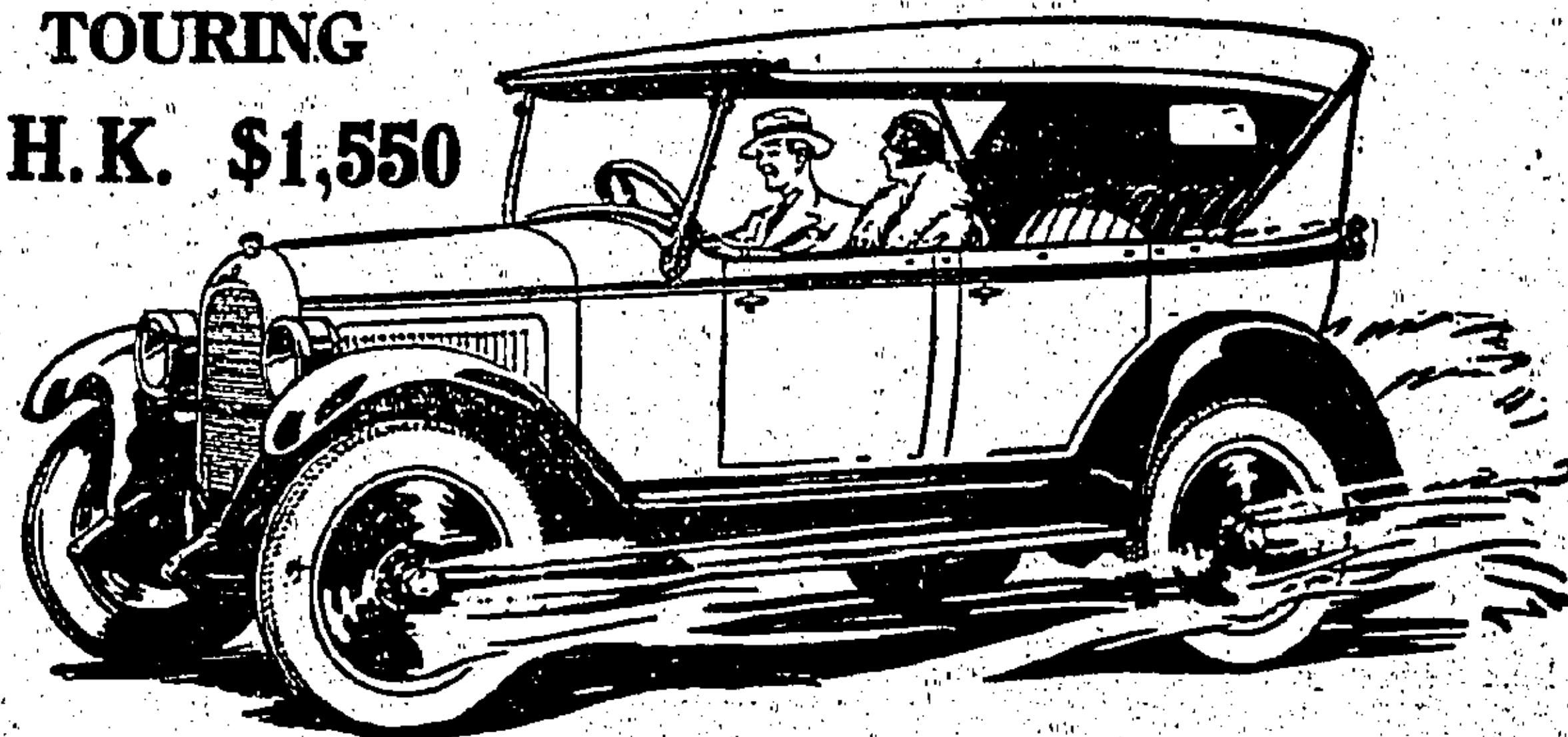
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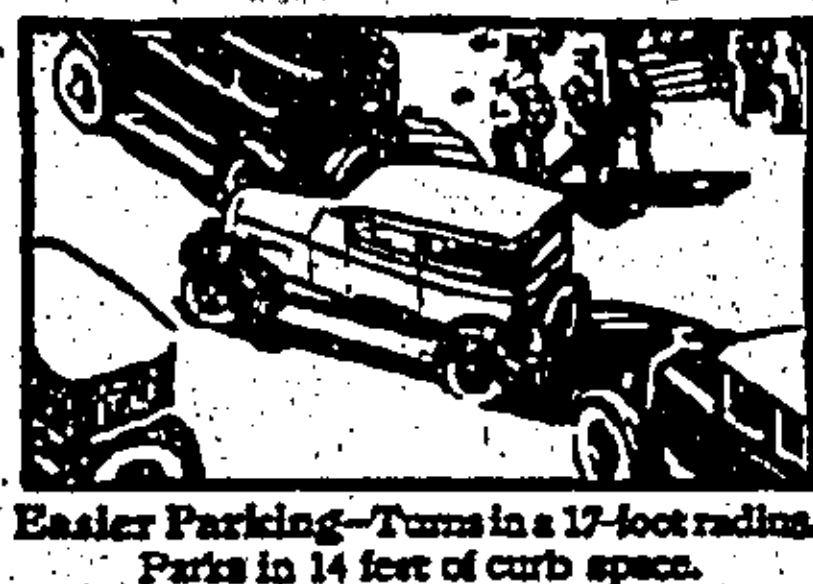
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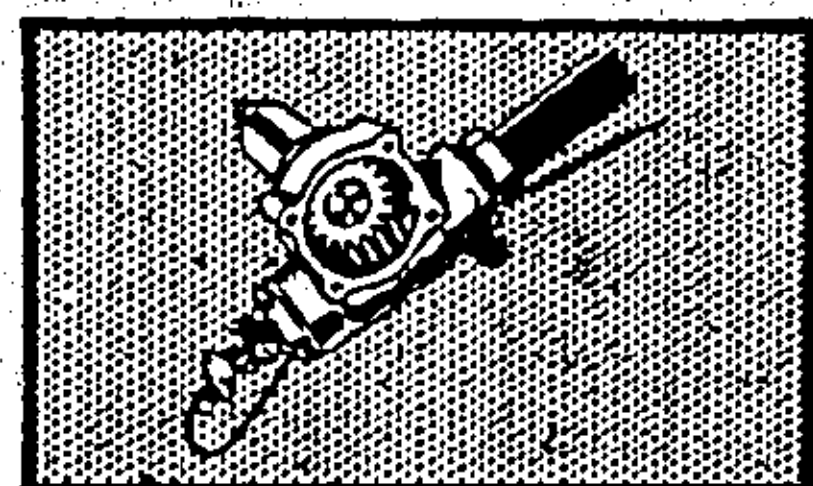
SEDAN (4-Door)	H.K. \$1,950
Coach (2-Door)	H.K. \$1,850
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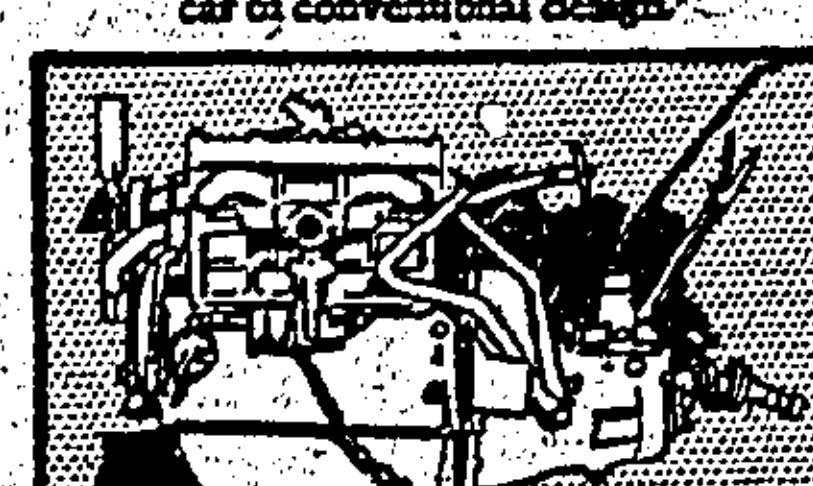
Easy Steering—Worm and gear type steering gear for easiest handling.



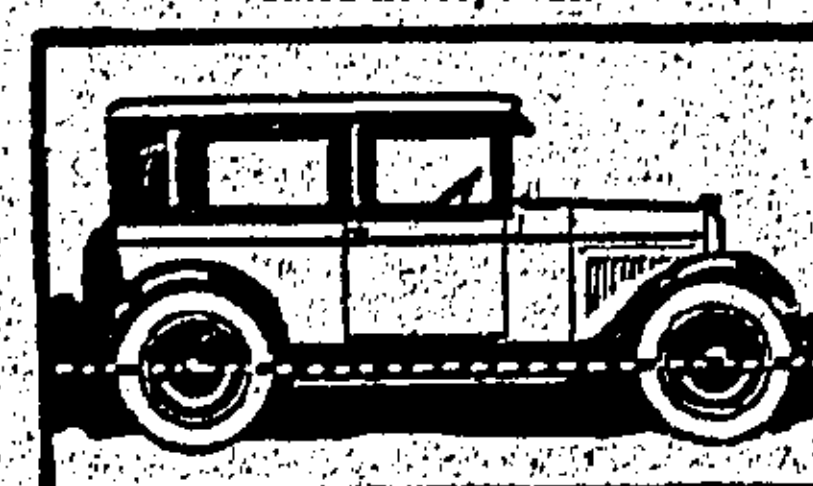
Controls—All placed for driver's maximum convenience.



More Leg Room—More than in any light car of conventional design.



Efficient Engine—Develops twice its rated horsepower.



Low Centre of Gravity—Makes for smoother riding and greater security.

Speed with comfort—The Whippet will travel 55 to 60 miles an hour easily and comfortably—a modest claim for a car which has set up a record of 71.6 miles per hour in the hands of an expert driver at Rockingham Park Speedway, U.S.A. Its power reduces the necessity of gear shifting to a minimum on hills and heavy roads. Semi-elliptic springs and low centre of gravity assure safety and comfort on curves and rough roads. Fast acceleration in traffic and general easy handling enable the Whippet to get through traffic faster than more cumbersome cars. Unusually efficient engine—It eliminates the disadvantages of the slow-speed engine, avoids the excessive side-thrust wear of the short piston stroke, and the tax waste of large bore.

Engine smoothness—Whippet engine smoothness is attained by the use of bronze-backed babbit bearings, long connecting-rods, large connecting-rod bearing surface, extra heavy crankshaft, light-weight durable pistons, quiet gears and valves, and the silent timing chain. Vibration is practically unnoticeable even at the higher ranges of speed.

Fuel economy—Whippet owners commonly get 25 to 30 miles per gallon of petrol—a conservative estimate for a car that has shown itself capable, in the hands of an expert driver, of establishing an official record of 43.28 miles per gallon in a transcontinental trip of 3559 miles across the U.S.A.

Effective lubrication—Full pump force-fed engine lubrication, employing drilled crankshaft. Grease gun-chassis lubrication.

Dependable electric system—The Whippet has the world-renowned Auto-Lite double unit starting, lighting and ignition system. Bendix drive on starting motor. Large U.S.L. battery. Efficient generator.

Substantial steering gear—For safety the steering mechanism is of the most sturdy construction. The horn button and a hand throttle are conveniently located on top of the steering wheel. Ignition control is automatic.

Large 4-wheel brakes—The Whippet was the first to set the standard of 4-wheel brakes as a safety factor

for light cars. Others are now following this advanced engineering practice. Its large 11-inch mechanical brakes on all four wheels give the driver sure control of the car at all its speeds. The emergency brake hand lever operates on the rear wheels independent of the foot brake pedal. The total braking surface of the Whippet is 220 square inches—much more per pound of car weight than in any other car.

Single plate, dry-disk clutch—the famous Borg and Beck type, insuring velvety action, entirely enclosed and protected from dust and grit.

Extra long springs—There are 164 inches of chrome-vanadium springs under the Whippet body, accounting to a large degree for the unusually comfortable riding qualities of this car. The springs are semi-elliptic type placed parallel with the body of the car.

Sturdy frame—Built of strong, deep-channel steel, braced by FOUR cross members.

Modern rear axle construction—Latest semi-floating type with nickel-steel spiral bevel ring gear and pinion, with Timken adjustable roller bearings throughout. Banjo-type housing permitting easy adjustment without disassembly. Hotchkiss drive through springs gives added protection from road shocks.

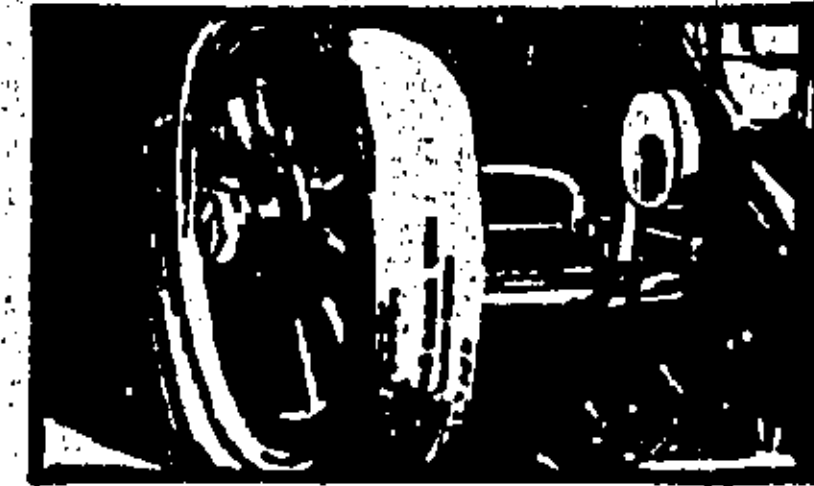
Roomy bodies—handsome appearance—Fleet low lines without sacrifice of comfort. Ample road clearance. Ample head room. Ingenious body construction gives plenty of leg room. All Whippet models are handsomely upholstered and tastefully equipped. Exteriors are finished in polished lacquer in a variety of beautiful colour combinations. Interior vibration is absent.

Equipment includes, self-starter, magnetic speedometer, oil gauge, ammeter, motor driven horn, cow-ventilator, automatic windshield wiper, rear view mirror, dash light, stop-light, ignition lock, tyre carrier and extra rim, and a complete set of tools with jack and pump.

Compare the Whippet point for point with any other light car. In no other will you find such remarkable value. Come in today for a trial drive.



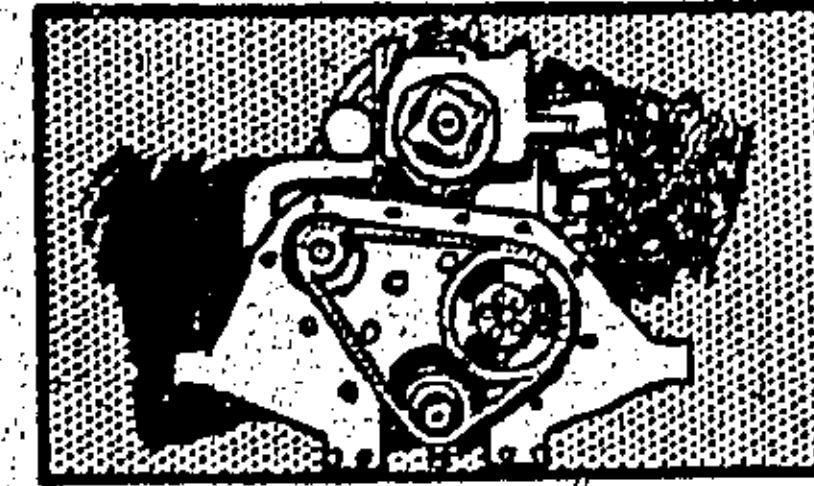
Petrol Tank in Rear—Safely away from engine and wiring.



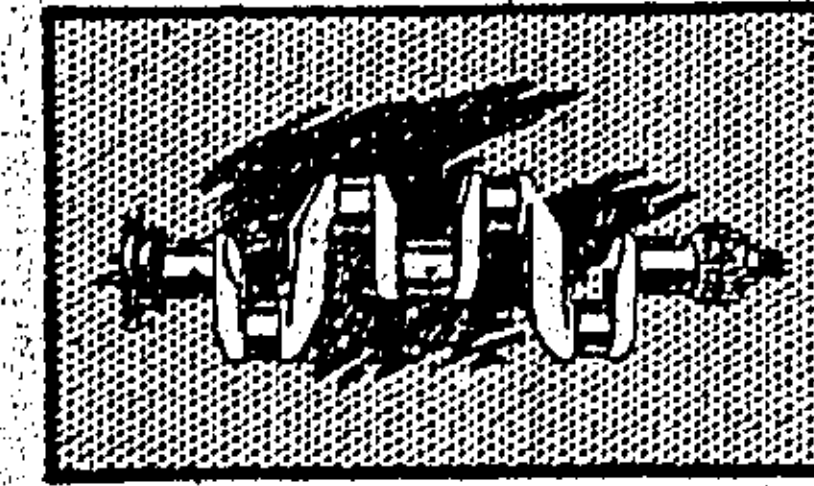
Smoothness—Full-size balloon tyres and Geopet Runblers for comfort—4-wheel brakes.



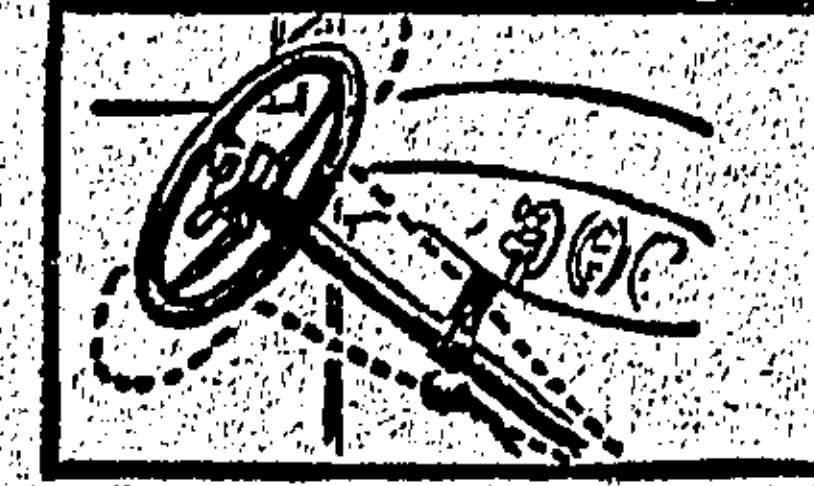
Full-Vision Bodies—Narrow front pillars remove the "blind spot" hazard.



Silent Timing Chain—For quiet engine operation, as on expensive cars.



Crankshaft—Heavy, rigid—with three large main bearings.



Adjustable Steering Post—Fits any driver of any size.

Distributors for S. China:

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CHINA NAVIGATION COMPANY, LIMITED.

SHANGHAI	... "CHINKIANG" On 30th May,	8 a.m.
SWATOW	... "YUNNAN" On 31st May,	1 p.m.
SWATOW & SHANGHAI	... "LINAN" On 31st May,	10 a.m.
HONGKONG, PAKHOI & HAIPHONG	... "YUNNAN" On 1st June,	10 a.m.
SWATOW & TIENTSIN	... "SHANTUNG" On 2nd June,	6 a.m.
SWATOW, SHANGHAI, NEW	... "LIANGHONG" On 3rd June,	Noon
CHANG & DALRY	... "KIANGSU" On 3rd June,	Noon
SWATOW & HANGKOW	... "KWEIYANG" On 4th June,	6 a.m.
AMOI, SWATOW, SINGAPORE	... "SUIYANG" On 4th June,	6 p.m.
AMOI, SWATOW & TIENTSIN	... "HUICHOW" On 5th June,	6 a.m.
WATWAI, CHITPOO &	... "CHINGHUA" On 5th June,	6 a.m.
TIENTSIN	... "HUI" On 6th June,	6 a.m.
SWATOW	... "CHENAN" On 7th June,	Noon
SWATOW & SHANGHAI	... "BOOCHOW" On 9th June,	8 a.m.
SWATOW & TIENTSIN	... "ANHUI" On 10th June,	9 a.m.
SWATOW & HANGKOW	... "KAYING" On 10th June,	Noon
SWATOW, SHANGHAI, NEW	... "LUCHOW" On 10th June,	Noon
CHANG & DALRY	... "KUEICHOW" On 12th June,	4 p.m.
WATWAI, CHITPOO &	... "KUEICHOW" On 12th June,	4 p.m.
TIENTSIN	...	

SALOON PASSAGE RATES, HONG KONG TO SHANGHAI and vice versa, Have Now Been Reduced To
\$80 SINGLE AND \$90 RETURN.
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 EXCELLENT & MOST UP-TO-DATE FIRST & SECOND CLASS PASSENGER ACCOMMODATION.
HONGKONG TO SYDNEY—19 DAYS.

SHIP	DATE	DATE
CHANGT	8th June	15th June
TAIPING	10th July	17th July
CHANGT	7th August	14th August
TAIPING	7th September	14th September

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SHIP	DATE	DATE
ADRASTUS	4th June	12th June
CITY OF NEWCASTLE	12th June	20th June
HELENUS	20th June	28th June
CITY OF OSAKA	28th June	13th July
DARDANUS	13th July	27th July
CITY OF EVANSVILLE	27th July	10th August
LYCAON	10th August	24th August

Steamers proceed via Suez Canal or Panama Canal at Owners' option.
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M.V. "JAPANESE PRINCE"	5th June
M.V. "CHINESE PRINCE"	29th June

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Shipping News

Arrivals and Departures, etc.

ARRIVALS.

May 28th.
Kojun Maru, Japanese str., 1,205 tons, Capt. F. Taguchi, from Lungkow and Dairen. The latter port she left on May 2nd, with a general cargo, lying at buoy No. C46.—M.E.K.
Tea, British str., 1,351 tons, Capt. E. H. Histed, from Haiphong and Hoihow, with 899 tons of general cargo, lying at Holt's Wharf.—B. & S.
May 29th.
Apocry, British str., 1,778 tons, Capt. W. Anderson, from Keelung, which port she left on May 26th, with a cargo of coal, lying at buoy No. B51.—M.S.E.
Alipore, British str., 5,325 tons, Capt. H. E. Smith, from Shanghai, which port she left on May 26th, with general cargo, lying at MacKinnon, MacKenzie & Co.
Chinkiang, British str., 1,299 tons, Capt. C. Stringer, from Canton, lying at buoy No. C37.—B. & S.
Ho Sang, British str., 3,363 tons, from Amoy, with a general cargo, lying at Kowloon Wharf.—Jardine, Matheson & Co.
Kiangsu, British str., 1,555 tons, Capt. C. Isbister, from Swatow, with a general cargo, lying at buoy No. B11.—B. & S.
Linan, British str., 1,358 tons, Capt. T. Beer, from Shanghai and Amoy, with a general cargo, lying at buoy No. B12.—B. & S.
Menelaus, British str., 6,295 tons, Capt. W. MacLure, from Shanghai, which port she left on May 26th, with a general cargo, lying at Kowloon Wharf.—Thoresen & Co.
Tilava, British str., 6,134 tons, Capt. P. H. Rowe, from Calcutta, which port she left on May 19th, with a general cargo, lying at Kowloon Wharf.—MacKinnon, MacKenzie & Co.
Tjipanas, Dutch str., 2,444 tons, Capt. N. Oudendijk, from Manila, which port she left on May 25th, with a general cargo, lying at buoy No. A24.—J.C.J.L.
Van Heuts, Dutch motor ship, 2,748 tons, Capt. J. Groothoff, from Singapore, which port she left on May 24th, with a general cargo, lying at buoy No. A5.—J.C.J.L.

SHIPPING MOVEMENTS.

The R.M.S. *Empress of Canada* left Yokohama on Tuesday and is due at Hong Kong on Monday afternoon, June 4th. She will sail for Manila at 5 p.m. on Tuesday, June 5th.
 The B.I. s.s. *Tilava* will leave for Amoy, Shanghai, Moji, Kobe and Osaka at 8 a.m. to-morrow (Thursday).
 The P. & O. s.s. *Alipore* left Shanghai for Hong Kong on the 28th inst. at 8.30 a.m., with the mails, and arrived here yesterday.
 The P. & O. s.s. *Moran*, from Hong Kong, arrived at Marseilles on May 28th at 7 p.m.
 The s.s. *Takliwa* (B.I. and Apear Line) will leave Amoy for Hong Kong to-morrow (Thursday) afternoon, and is here on Friday afternoon.
 The Ben Line s.s. *Benlomand*, from Leith, Middlesbrough, Antwerp, London and Straits, left Singapore for Hong Kong on Tuesday, and is due to arrive here on June 3rd.

VERENIGDE NEDERLANDS-CHE SCHEEPVAART-MAATSCHAPPIJ.

(UNITED NETHERLANDS NAVIGATION CO.)
HOLLAND-OOST AZIE LYN
 (HOLLAND-EAST ASIA LINE)
NOTICE TO CONSIGNEES.

FROM AMSTERDAM, ROTTERDAM, HAMBURG, BREMEN & GENOA.

THE STEAMSHIP "ZOSMA"

having arrived from the above Ports. Consignees of Cargo by her are notified that all Goods are being landed at their risk into the Godowns of the China Provision Loan & Mortgage Co., Ltd., whence and/or from the wharves, Delivery may be obtained.

Goods not cleared by the 4th June 1928, will be subject to Rent.
 All broken, chafed and damaged Packages are to be left in the Godowns, where they will be examined on 2nd June, 1928, at 10 a.m., by Messrs. Goddard and Douglas, Hong Kong.

Claims against the Steamer must be presented in writing within Ten days after arrival of Steamer, otherwise they will not be recognized.

No Fire Insurance will be effected by the Undersigned in any case whatever. Bills of Lading will be countersigned by J.A.V. CHINA L.P. & L.P. General Agents.

Hong Kong, 28th May, 1928. (6313)

NORDDEUTSCHER LLOYD, BREMEN.

THE STEAMER "PFALZ" having arrived from BREMEN, HAMBURG and Ports. Consignees of Cargo are hereby notified that their Cargo is being landed at their risk into the Godowns of the Hong Kong & Kowloon Wharf and Godown Co., Ltd., Kowloon, where Delivery may be obtained.

All Goods remaining undelivered after the 31st of May, 1928, will be subject to Rent.
 No Fire Insurance will be effected by us in any case whatever.

Damaged Packages must be left in the Godown for examination by the Consignees and the Company's Surveyors, Messrs. Goddard & Douglas at 10 a.m. on the 30th of May, 1928.

No claim will be admitted after the Goods have left the Godown and all Claims must be presented within Two Weeks of the Ship's arrival here, after which date they will not be recognized.

Consignees are requested to surrender their Bills of Lading to the Undersigned for countersignature.

MELCHERS & CO., Agents.
 HONG KONG, 24th May, 1928. (6300)

THE HONGKONG & WHAMPOA DOCK COMPANY, LIMITED.

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Built, engine and equipped complete by The Hongkong & Whampoa Dock Co., Ltd., Hongkong, for their own service, 1921. Length 168' B.P., Breadth 34' (m), Depth 17' (m), L.H.P. 2,000. Fitted with electrically driven automobile and centrifugal pumps, air compressor, wireless, searchlights and a modern appliances for Salvage Work.

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 Steamship "PMBROCKSHIRE" (via Oran) 13th July
 Steamship "GLENHANE" (via Oran) 10th Aug.
 Motor Vessel "GLENOGLE" (via Oran) 7th Sept.

TO SHANGHAI, KOBE, YOKOHAMA & VLADIVOSTOK.

Steamship "GLENIFFER" 9th June
 Steamship "GLENSHANE" 29th June
 Steamship "CARDIGANSHIRE" 28th July
 Motor Vessel "GLENOGLE" 24th July

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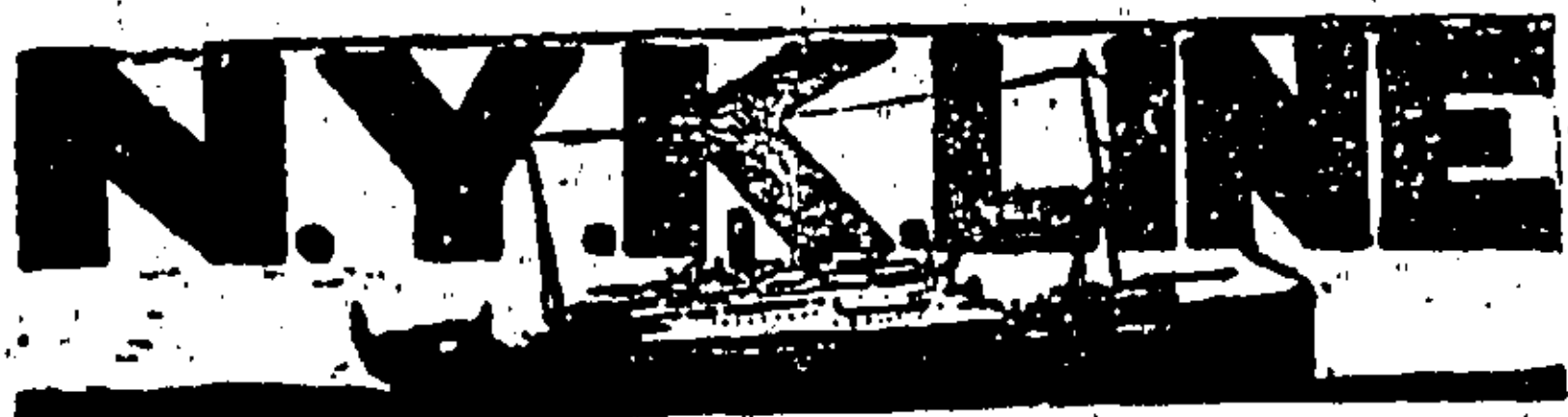
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TENYO MARU ... Tuesday, 12th June

KOREA MARU (Olla Keelung) ... Tuesday, 26th June

LONDON via Singapore, Suez, Marseilles & Ports.

HAKUSAN MARU ... Saturday, 2nd June

KITANO MARU ... Saturday, 16th June

HABUNA MARU ... Saturday, 30th June

SYDNEY & MELBOURNE via Manila & Ports.

TANGO MARU ... Wednesday, 20th June

AKI MARU ... Wednesday, 25th July

BOMBAY via Singapore, Penang & Colombo.

SADO MARU ... Monday, 25th June

SOUTH AMERICA (West Coast) via Japan, Honolulu,

Los Angeles, Mexico and Panama.

RAKUYO MARU ... Thursday, 31st May

SOUTH AMERICA (East Coast) via Singapore, Cape

Town & Ports.

WAKASA MARU ... Saturday, 9th June

NEW YORK and/or BOSTON via PANAMA.

KUMA MARU ... Monday, 11th June

ASUKA MARU ... Saturday, 16th June

LIVERPOOL via Singapore, Colombo, Port Said & Ports.

DARAR MARU ... Monday, 11th June

QALOUTTA via Singapore, Penang & Rangoon.

MURORAN MARU ... Wednesday, 30th May

MORIOKA MARU ... Sunday, 10th June

NAGASAKI, KOBE & YOKOHAMA.

AKI MARU ... Friday, 22nd June

SHANGHAI, KOBE & YOKOHAMA.

AWA MARU ... Thursday, 31st May

MALACCA MARU (Mojj direct) ... Thursday, 7th June

KATORI MARU ... Monday, 11th June

+ Cargo only. Subject to alteration without notice.

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Telephone 1574. York Buildings, Crosses Road.

Shipping News Daily Statement, Waterfront News, Vessels Expected, etc.

YESTERDAY'S FREIGHT RETURNS.

LOCAL IMPORTS LOW.

HEAVY THROUGH CARGO BY BRITISH VESSELS.

Twelve arrivals and eighteen
departures were recorded for the 24
hours ended at 8 a.m. yesterday.
Both local imports and through
freights dropped heavily from the
previous day's figures. British ves-
sels carried a fair percentage of the
through cargo.

Local imports amounted to 10,684
tons, and three British vessels con-
tributed 1,701 tons. The s.s.
Amagisan Maru was best carrier
with 5,330 tons from Port Radon,
and the s.s. Kujun Maru from
Tungchow and Dairen discharged
1,300 tons.

Through freights were also low
and totalled only 10,503 tons, of
which three British vessels carried
5,562 tons. Two of these vessels
were best carriers. The s.s. Mene-
lus from Otaru and Shanghai car-
ried 5,469 tons, and the s.s. Aoyee
(British) had 1,338 tons of coal
from Canton and Keelung.

The arrivals and departures for
the period under review were as
follows:—

	Arr.	Dep.
British	6	6
Japanese	2	2
Dutch	1	1
French	1	0
Norwegian	1	1
American	0	1
Chinese	0	6
German	0	1
Total	12	18

VESSLS EXPECTED.

American Mail Line.

President Madison, June 4th.

Australian-Oriental Line.

Changle, June 8th.

Taipei, July 10th.

Bank Line.

City of Tokyo, June 9th.

City of Newcastle, June 12th.

City of Bedford, June 22nd.

City of Peking, July 7th.

City of Osaka, July 13th.

City of Evansville, July 20th.

City of Kharthoum, August 4th.

City of Halifax, August 17th.

City of Khios, September 1st.

City of Glasgow, September 20th.

Ben Line.

Benlomond, June 3rd.

British-India and Apcar Line.

Tullien, June 1st.

Takada, June 7th.

Santhia, June 9th.

Talamba, June 15th.

Talma, July 9th.

Canadian Pacific Line.

Empress of Canada, June 4th.

Dollar Steamship Line.

President Van Buren, June 2nd.

President Pierce, June 8th.

East Asiatic Co., Copenhagen.

Peru, June 6th.

Siam, June 10th.

Denmark, July 18th.

Eastern and Australian Lines.

Tanda, to-day.

St. Albans, June 4th.

Arafura, July 9th.

Glen Line.

Gleniffer, June 9th.

Glenhane, June 29th.

Cardiganahire, July 9th.

Glenogle, July 20th.

Blue Funnel Line.

Perseus, to-day.

Pyrrhus, to-morrow.

Hector, June 1st.

Adriatic, June 4th.

Menor, June 8th.

Rhezenor, June 10th.

Tyndarus, June 10th.

Antenor, June 13th.

Dardanus, June 13th.

Oanfa, June 20th.

Diomed, June 28th.

Antiochus, June 28th.

Atrous, June 28th.

Glaucus, June 28th.

Helenus, June 28th.

Protesilaus, July 3rd.

Lycan, July 8th.

Philoctetes, July 8th.

Ningchow, July 15th.

Schiller, July 21st.

Tatlybus, July 24th.

Theraps, July 25th.

Aeneas, July 30th.

Phenice, August 4th.

Bellerophon, August 6th.

Calchus, August 11th.

Teucer, August 14th.

Automedon, August 17th.

Bipenor, August 22nd.

Sarpedon, August 23rd.

Macchann, September 19th.

Patroclus, September 20th.

Hamburg-Amerika Linie and
Hugo Stinnes Linie.

Vogland, June 3rd.

Lindenburg, June 13th.

Albert Foegler, June 13th.

Alben, June 24th.

Oldenburg, July 7th.

Saarland, July 10th.

Java-China-Japan Line.

Tjibodas, June 4th.

Tjialak, June 4th.

Tjitarang, June 7th.

Tjikembang, June 11th.

Tjimanok, June 18th.

Tjitarom, June 18th.

Tjitarang, June 25th.

Messageries Maritimes.

D'Artagnan, June 5th.

Sphinx, June 5th.

Angers, June 19th.

Min, June 23rd.

Paul Lezat, July 3rd.

Andre Lebon, July 17th.

Nippon Yusen Kaisha.

Hakusan Maru, June 1st.

Murotan Maru, June 1st.

Tengo Maru, June 4th.

Morioka Maru, June 7th.

Wakasa Maru, June 8th.

Dakar Maru, June 9th.

Sado Maru, June 10th.

Fuji Maru, June 10th.

Asuka Maru, June 15th.

Kisano Maru, June 15th.

Korea Maru, June 19th.

Tango Maru, June 19th.

Haruna Maru, June 25th.

Sunyo Maru, July 3rd.

Kamakura Maru, July 11th.

Aki Maru, July 24th.

Bingo Maru, August 1st.

Worddeutscher Lloyd, Bremen.

Snarbrucken, June 5th.

Remscheid, June 22nd.

Coblenz, July 2nd.

Ludwigshafen, July 18th.

Fulda, July 30th.

Order, August 10th.

Peninsular and Oriental.

Jeyrore, June 1st.

Nankin, June 5th.

Khyber, June 7th.

Delta, June 8th.

Kawalpindi, June 21st.

Ranputa, June 23rd.

Mirzapur, June 26th.

Novara, June 30th.

Vellere, July 3rd.

Kashmir, July 5th.

Rayputana, July 19th.

Kalpan, August 2nd.

Naldora, August 18th.

Kashgar, August 30th.

Morea, September 13th.

Macedonia, October 12th.

DAILY WATERFRONT NEWS.

MARINE COURT CASES.

A POLICE ERROR ADMITTED.

[BY LONGSHOREMAN.]

Leung Loi, master of the steam
launch *Kee Ka* appeared before
Commander J. B. Newill, at the
Marine Court for towing two
heavily laden junks through the
Northern Entrance of the Yau-mat
Typhoon Shelter on the 14th inst.
The case was brought up at a
previous hearing, but owing to the
absence of the defendant it was re-
manded. Inspector Moss asked for
the dismissal of the case against the
defendant. It was stated that the
police had made a mistake as
lauchoes were allowed to tow junks
of twice the weight in question
through the Northern Entrance.
The Magistrate discharged defend-
ant.

Lying Inshore.

A further round-up of boat people
for lying inshore at a distance of
less than 100 yards from the low-
water mark during the prohibited
hours resulted in fifteen of this
community appearing before Com-
mander J. B. Newill. Each was
fined \$10 with the alternative of
10 days' hard labour.

Conservancy Junk Master Fined.

Lai Shun, master of a conser-
vancy junk appeared on a summons
for anchoring in the cable reserve
off Tai Kok Tsui on the 26th inst.
Lance-Sergeant Taylor, who made
the arrest was in charge of the case.
The defendant pleaded "guilty"
and said that owing to a sudden
squall, he was obliged to stop and
fix his sail which had torn.

The Magistrate imposed a fine of
\$10 or 10 days' hard labour.

Asiatic Deck Passengers.

Six vessels brought Asiatic deck
passengers to Hong Kong during
the 24 hours ended at 9 a.m. yester-
day, and the s.s. *Tan Heutsz* from
Phranang and Singapore had on
board 2,133 of this number.

MERCHANT VESSELS IN PORT.

The following vessels were in port
yesterday:—

British: *Apoey, Hailong, Em-
press of Asia, Fat Shing, Meneclaus,
Leam, Chinkiang, Linan, Glen-
beath, City of Chester, Teucer, Hin
Sang, Henry Deutsch de Muthé,
New Malhede, Chinkua, Cheong
Shing, Goristan, Sumatra, Tai-
koo.*
American: *Japan Arrow.*
Norwegian: *Holldor, Botnia,
Hermad, Haffner, Prominent.*
Portuguese: *Kong On, King On.*
French: *Raymond Poincare,
Hanoi.*

Japanese: *Amagisan Maru,
Kojun Maru, Kamo Maru, Tangu
Maru, Rakuyo Maru, Koyo Maru.*
Chinese: *Tai Pook Sing, Tai Lee
No. 1, Hsin Foo Sing, Sun Sai
Kai, Chung Kong, Tak Hing,
Hwah Chong, Derwent, Hung
Chow, Tejo, Haimun, Ban Foo
Soon, Gen. Knox, Man Sun.*
Dutch: *Jan, Hong Kong, Han-
koo, Otto, Van Heutsz, Tjondari.*

Princes Line.

Japanese Prince, June 5th.
Chinese Prince, June 29th.

Swedish East Asiatic Co., Ltd.
Agna, June 18th.

Delhi, June 17th.

BANK LINE LTD.

AGENTS FOR

ELLERMAN & BUCKNALL S.S. CO., LTD.

SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE.

UNITED KINGDOM & CONTINENT

"CITY OF CARLISLE" ... Marseilles, Havre, London, Rotterdam & Hamburg 24th June

"CITY OF TOKIO" ... Havre, London, Rotterdam & Hamburg 25th July

BOSTON, NEW YORK & BALTIMORE

"CITY OF NEWCASTLE" ... via Suez Canal ... 12th June

